SECOND/THIRD READINGS SUMMARY SHEET

CASE: C14-2020-0146 (11705 Research Blvd Zoning) DISTRICT: 6

ADDRESS: 11705 Research Boulevard Service Road Northbound

APPLICANT: 3M Company

AGENT: Drenner Group, PC (Amanda Swor)

CASE MANAGER: Sherri Sirwaitis (512-974-3057, sherri.sirwaitis@austintexas.gov)

REQUEST:
Approve second and third readings of an ordinance amending City Code Title 25 by rezoning property locally known as 11705 Research Boulevard Service Road Northbound (Walnut Creek Watershed). Applicant Request: To rezone from limited industrial-conditional overlay (LI-CO) combining district zoning to limited industrial-conditional overlay (LI-CO) combining district zoning, to change a condition of zoning.

PREVIOUS CITY COUNCIL ACTION:
October 14, 2021: Approved the LI-CO zoning, with conditions, by consent (11-0); P. Renteria-1st, P. Ellis-2nd.

ISSUES: N/A

ZONING CHANGE REVIEW SHEET

CASE: C14-2020-0146 (11705 Research Blvd Zoning) DISTRICT: 6

ZONING FROM: LI-CO TO: LI-CO*

*On October 13, 2021, the applicant submitted a letter amending their request to LI-CO zoning (*please see Amended Zoning Request Letter - Exhibit K*).

The applicant is requesting a rezoning to remove the conditional overlay that requires the following on the property (*(please see Applicant's Request Letter - Exhibit C)*:

1) Building height is limited to a maximum of 40 feet.

2) The following uses are prohibited:

Scrap and Salvage	Convenience Storage
Automotive Rentals	Automotive Repair
Automotive Sales	Automotive Washing
Resource Extraction	Hotel-Motel
Basic Industry	Vehicle Storage

3) The following uses shall be prohibited on approximately 1.67 acres on the rear portion of the property for a depth of 150 feet:

General Warehousing and Distribution	Equipment Sales
Equipment Repair Services	Kennels

4) Development on the property shall be subject to the conditions of the Transportation Impact Analysis (TIA) prepared by Watson, Hall and Machemekl Transportation Engineering Consultants, Inc. dated February 1989.
5) No building permit for construction on the property shall be issued unless at the time an application for a building permit is submitted all city requirements have been met and one of the following has occurred:
   i. a site plan for development of the property or any portion of the property has been approved and released by the City of Austin or
   ii. construction contracts have been awarded for roadway improvements along U.S. Highway 183 between the Williamson County Line and Balcones Drive.

ADDRESS: 11705 Research Boulevard Service Road Northbound

SITE AREA: 5.580 acres (243,065 sq. ft.)

PROPERTY OWNER: 3M Company

AGENT: Drenner Group, PC (Amanda Swor)

CASE MANAGER: Sherri Sirwaitis (512-974-3057, sherri.sirwaitis@austintexas.gov)

STAFF RECOMMENDATION:
Staff recommends LI-CO, Limited Industrial Conditional Overlay Combining District, zoning. The conditional overlay will maintain the following conditions from the current zoning ordinance for this property (Ordinance No. 900118-B):

1) **The following uses are prohibited on the Property:**
   Scrap and Salvage
   Resource Extraction
   Basic Industry
   Vehicle Storage
2) **The following uses shall be prohibited on approximately 1.67 acres on the rear portion of the property for a depth of 150 feet:**
   General Warehousing and Distribution
   Equipment Sales
   Equipment Repair Services
   Kennels

ZONING AND PLATTING COMMISSION ACTION / RECOMMENDATION:
April 20, 2021: Approved staff's request for a postponement to May 4, 2021, by consent (9-0, Jolene Kiolbassa – absent); Hank Smith- 1st, David King – 2nd.

May 4, 2021: Approved neighborhood's request for a postponement to June 1, 2021, by consent (8-0, Cesar Acosta and Ellen Ray-absent); Hank Smith-1st, David King-2nd.

June 1, 2021: Approved applicant's request for a postponement to June 15, 2021, by consent (8-0, Cesar Acosta and Timothy Bray-off dais); Hank Smith-1st, Jolene Kiolbassa-2nd.

June 15, 2021: Approved staff's request for a postponement to July 6, 2021, by consent (10-0, Roy Woody-absent); David King-1st, Hank Smith-2nd.

July 6, 2021: Motion to deny the rezoning request (5-2-1, Timothy Bray and Ellen Ray - No, Carrie Thompson-abstain); Betsy Greenberg-1st, David King-2nd. Commissioners Cesar Acosta, Nadia Barrera-Ramirez and Hank Smith were absent. Motion failed. Forward to City Council without a recommendation.

CITY COUNCIL ACTION:
August 26, 2021: Postponed to September 30, 2021 at the neighborhood's request by consent (11-0); A. Kitchen-1st, N. Harper-Madison-2nd.

September 30, 2021: Postponed to October 14, 2021 at the staff's request (11-0).

October 14, 2021: Approved LI-CO zoning, with conditions, on 1st reading by consent (11-0); P. Renteria-1st, P. Ellis-2nd.

November 4, 2021

ORDINANCE NUMBER:

ISSUES: **On August 25, 2021, the applicant stated that they would be willing to prohibit the following additional uses on the property. These uses would be added to the conditional overlay in the staff's recommendation above:**

- **Automotive rentals**
- **Automotive sales**
- **Automotive repair services**
- **Automotive washing**
- **Convenience storage**
- **Hotel-motel**

The staff and the applicant conducted research to find the Transportation Impact Analysis (TIA) prepared by Watson, Hall and Machemekl Transportation Engineering Consultants, Inc. dated February 1989, which is associated with the previous zoning case for this property (case C14-89-0009). In this rezoning application, the applicant is requesting to remove the conditional overlay in Ordinance No. 900118-B, which includes the TIA conditions for the site. The staff submitted a public information request with the city to attempt to locate this information. However, the Austin Transportation Department and the Development Assistance Center were unable to find the original TIA document. The Development Services Department Transportation Review staff was only able to locate the TIA memorandums for the original zoning case (please see TIA Memos - Exhibit E). As this is an old TIA, it is possible that the paper copy of the original TIA document may have been misplaced with the move to the new PDC building.

The Current Planning staff discussed the missing 1989 TIA issue with the Law Department. Our attorneys stated that as the property is currently zoned, the condition in the ordinance requiring compliance with the trip generation limits prescribed in the TIA would be difficult to enforce against the applicant without a copy of the analysis that formed the basis for the condition. Therefore, they do not believe there would be any legal ramifications to the City from removing the condition. The purpose of the TIA is to identify the traffic impact of a development and to help justify any traffic mitigation measures the City may seek from the applicant when the site is developed.

The ATD staff has stated that the applicant will be required to conduct a new TIA at the site plan stage when the land use intensities and the site layout will be known. The ATD staff will be requiring a master TIA for the larger site with the first site plan application.

On December 18, 2020, the applicant submitted a new TIA that includes this property to the Austin Transportation Department for review with site plan application, SP-2021-0109C. The ATD staff completed their review of the TIA on June 14, 2021 *(please see US 183 and Duval Office Complex – TIA Final Memo (SP-2021-0109C) - Exhibit J)*. However, the Austin Transportation Department is not ready to release the TIA because it is not tied to a permit. Case SP-2021-0109C for the land use plan expired in completeness check. Therefore, as the TIA was tied to a site plan application that has expired, it is no longer valid. The staff has included this related TIA memo with the backup material for the rezoning case for information purposes.

CASE MANAGER COMMENTS:

The property in question is a 5+ acre undeveloped tract of land that fronts onto U.S. Highway 183/Research Boulevard. This site is part of the 3M business campus, which surrounds this tract to the north and east. The lots to the west consist of a General Retail Sales use (Cash America Pawn), an office building, and a single-family residence. In this request, the applicant is asking to remove the existing conditional overlay that was placed on this property in zoning case C14-89-0009 through Ordinance No. 900118-B *(Please see Applicant's Request Letter – Exhibit C and the Current Zoning Ordinance – Exhibit D).* The intended use for the site is office/retail.

The staff recommends LI-CO zoning, with a conditional overlay to maintain some of the conditions from the current zoning ordinance for this property. The staff recommends prohibiting Scrap and Salvage, Resource Extraction, Basic Industry and Vehicle Storage uses on the property. In addition, the staff recommends prohibiting General Warehousing and Distribution, Equipment Sales, Equipment Repair Services and Kennels uses approximately 1.67 acres on the rear portion of the property for a depth of 150 feet. Providing this conditional overlay will maintain a separation/transition between the industrial zoning and the single family residential development to the west.

The applicant agrees with the staff's recommendation.

BASIS OF RECOMMENDATION:

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

   Limited Industrial Service district is intended as an area primarily for commercial services and limited manufacturing uses, generally on moderately sized sites. Conditional Overlay combining district may be applied in combination with any base district. The district is intended to provide flexible and adaptable use or site development regulations by requiring standards tailored to individual properties.

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

   The proposed zoning is consistent with the LI zoning and uses surrounding this property to the north and east. The staff is recommending a conditional overlay that will restrict the more intensive industrial and commercial uses on the site while maintaining a separation/ transition between the industrial zoning and the single family residential development to the west.

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

   LI-CO zoning will permit the applicant to develop additional uses onhai5+ acre undeveloped tract of land that fronts onto a major arterial roadway/highway (Research Boulevard/U.S. Highway 183 Northbound). The applicant will be required to conduct a new TIA at the site plan stage when the land use intensities and the site layout will be known.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
Site	LI-CO	Undeveloped Area
North	LI	Office (3M Company Buildings)
East	LI	Office (3M Company Buildings)
South	ROW	U.S. Highway 183
West	GR, SF-2, SF-3	General Retail Sales (Cash America Pawn), Office Building, Undeveloped, Single-Family Residence

NEIGHBORHOOD PLANNING AREA: N/A

TIA: Deferred to the time of Site Plan

WATERSHED: Walnut Creek

NEIGHBORHOOD ORGANIZATIONS:

Angus Valley Area Neighborhood Association
Austin Lost and Found Pets
Bike Austin
Bull Creek Foundation
Friends of Angus Valley
Friends of Austin Neighborhoods
Homeless Neighborhood Association
Long Canyon Homeowners Association
Mountain Neighborhood Association
Neighborhood Empowerment Foundation
North Oaks Neighborhood Association
Raintree Estates
SELTEXAS
Sierra Club, Austin Regional Group
Summit Oaks Neighborhood Association
TNR BCP-Travis County Natural Resources

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2017-0085 (Charles Ford Rezoning: 12101 ½ Conrad Road)	SF-2 to SF-3	9/05/17: Motion to approve staff's recommendation of SF-3 zoning made by S. Lavani-1st, B. Evans-2nd. Substitute motion to approve SF-3 zoning, with a conditional overlay to prohibit Duplex Residential use and to provide on-site parking for accessory dwelling units made by A. Denkler, B. Evans-2nd. Vote: (5-6, D. King, A. Aguirre, J. Duncan, J. Kiolbassa, B. Greenberg, Y. Flores-No). The motion failed. Returned to the original motion to approve staff's recommendation of SF-3 zoning (4-7, D. King, A. Denkler, A. Aguirre, J. Duncan, J. Kiolbassa, B. Greenberg, Y. Flores-No). The motion failed. Case sent forward to the City Council without a recommendation.	10/12/17: Approved the staff's recommendation for SF-3 zoning on 1st reading (10-1, L. Pool-No); J. Flanningan-1st, D. Garza-2nd. 11/09/17: Ordinance No. 20171109-063 for SF-3 district zoning was approved on Council Member Alter's motion, Council Member Houston's second on a 10-1 vote. Council Member Pool voted nay.
C14-2007-0228 11722 Bell Avenue)	SF-2 to SF-3	12/18/07: Approved staff recommendation of SF-3 zoning by consent (8-0); K. Jackson-1st, J. Shieh-2nd.	1/17/08 **:** Approved SF-3 zoning by consent (7-0); all 3 readings

C14-00-2008 (Summit Oaks Office Park: Howlett Ct.)	SF-2 to LO	2/29/00: Approved staff recommendation of LO zoning, with prohibition on Medical Office uses and a 2,000 vehicle trip per day limit (7-0)	3/30/00: Approved LO-CO zoning, with conditions as recommended by Planning Commission on all 3 readings (6-0)
C14-98-0155 (Tweed Court: 12000 Block of Bell Avenue and Tweed Court)	LO, GR to LO-CO	11/10/98: Approved staff rec. of LO-CO, with conditions for no vehicular access to Bell Avenue, access to Tweed Court is permitted only if TxDoT prohibits access to U.S. 183 and a 2,000 vehicle trip per day limit (7-0)	1/14/99: Approved PC rec. of LO-CO zoning, with conditions (7-0); 1st reading 3/25/99: Approved LO-CO zoning with conditions (6-0); 2nd/3rd readings
C14-89-0009 (Wilson Tract: 11805-11841 Block of North U.S. Highway 183)	LO to LI	6/27/89: Approved LI-CO zoning with conditions: 1) 40 foot height limit, 2) prohibit Scrap and Salvage Services, Convenience Storage, Automotive Rentals, Automotive Repair Services, Automotive Sales, Automotive Washing, Resource Extraction, Hotel-motel, Basic Industry and Vehicle Storage uses, 3) prohibit the following uses on the rear portion of the property for a depth of 150 feet: General Warehousing and Distribution, Equipment Sales, Equipment Repair Services and Kennels, and 4) the property is subject to TIA conditions.	7/27/89: Approved LI zoning, with conditions, on 1st reading 1/18/90: Approved LI-CO zoning, with conditions, on 2nd/3rd readings

RELATED CASES:

C14-89-0009 - Previous Rezoning Case

EXISTING STREET CHARACTERISTICS:

Name	Existing ROW	ASMP Required ROW	Pavement	ASMP Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
RESEARCH BLVD SVRD NB	53’	Defer to TxDOT	39’	4	No	Yes	Yes

OTHER STAFF COMMENTS:

Comprehensive Planning

The subject property is 5.60 acres in size, which is located on the north side of Research Boulevard/SH 183 and is outside the boundaries of a small area plan area. The property is undeveloped and surrounded by an office park to the north; to the south is Research Boulevard/SH 183; to east is a 3M business park; and to the west is a pawn shop, single family housing and another office park. The proposed use 125,000 square feet of office space and 10,000 square feet of retail.

Connectivity
Public sidewalks are not located along this section of Research Boulevard, which has a metal guard rail abutting the north side. There are no bike lanes in the area. The closest public transit stop is located 0.26 miles west along Research Boulevard but navigating to that transit stop would be problematic due to the lack of public sidewalks. The mobility and connectivity options in the area are below average.

Imagine Austin
The subject tract falls outside the boundaries of an Activity Center and is not near an Activity Corridor. However, Research Boulevard is a heavily travelled arterial road in north Austin, which abuts SH 183, and contains a variety of office, commercial and light industrial uses. 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 that are designed to encourage walking and bicycling, and reduce health care, housing and transportation costs.
- LUT P4. Protect neighborhood character by directing growth to areas of change that includes designated redevelopment areas, corridors and infill sites. Recognize that different neighborhoods have different characteristics and new and infill development should be sensitive to the predominant character of these communities.

Conclusion
Based on the subject tract being adjacent to three other office parks, but the lack of mobility and connectivity options in the area, this proposal only partially supports the policies of the Imagine Austin Comprehensive Plan.

Environmental

The site is located over the Edwards Aquifer Recharge Zone. The site is in the 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.

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%

According to floodplain maps there is a floodplain within or adjacent to the project location. Based upon the location of the floodplain, offsite drainage should be calculated to determine whether a Critical Water Quality Zone exists within 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.

At this time, site specific information is unavailable regarding 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 ls that preempt current water quality or Code requirements.

Fire

No comments.

Parks and Recreation

There are currently no parkland requirements for uses other than residential and hotel. Given that the application is for LI, there would not be parkland dedication requirements or parkland impacts at the time of site plan or subdivision.

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.

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

a. No structure may be built within 25 feet of the property line.
b. No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.

c. No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
d. No parking or driveways are allowed within 25 feet of the property line.
e. A landscape area at least 25 feet wide is required along the property line. In addition, a fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.

Additional design regulations will be enforced at the time a site plan is submitted.

Transportation

According to ASMP, right of way requirement for Research Blvd has been deferred to TXDOT and will be reviewed at the time of site plan application. The TIA is being deferred to site plan stage when the land use intensities and the site layout will be known. Staff is requiring a master TIA for the larger site with the first site plan application.

Water Utility

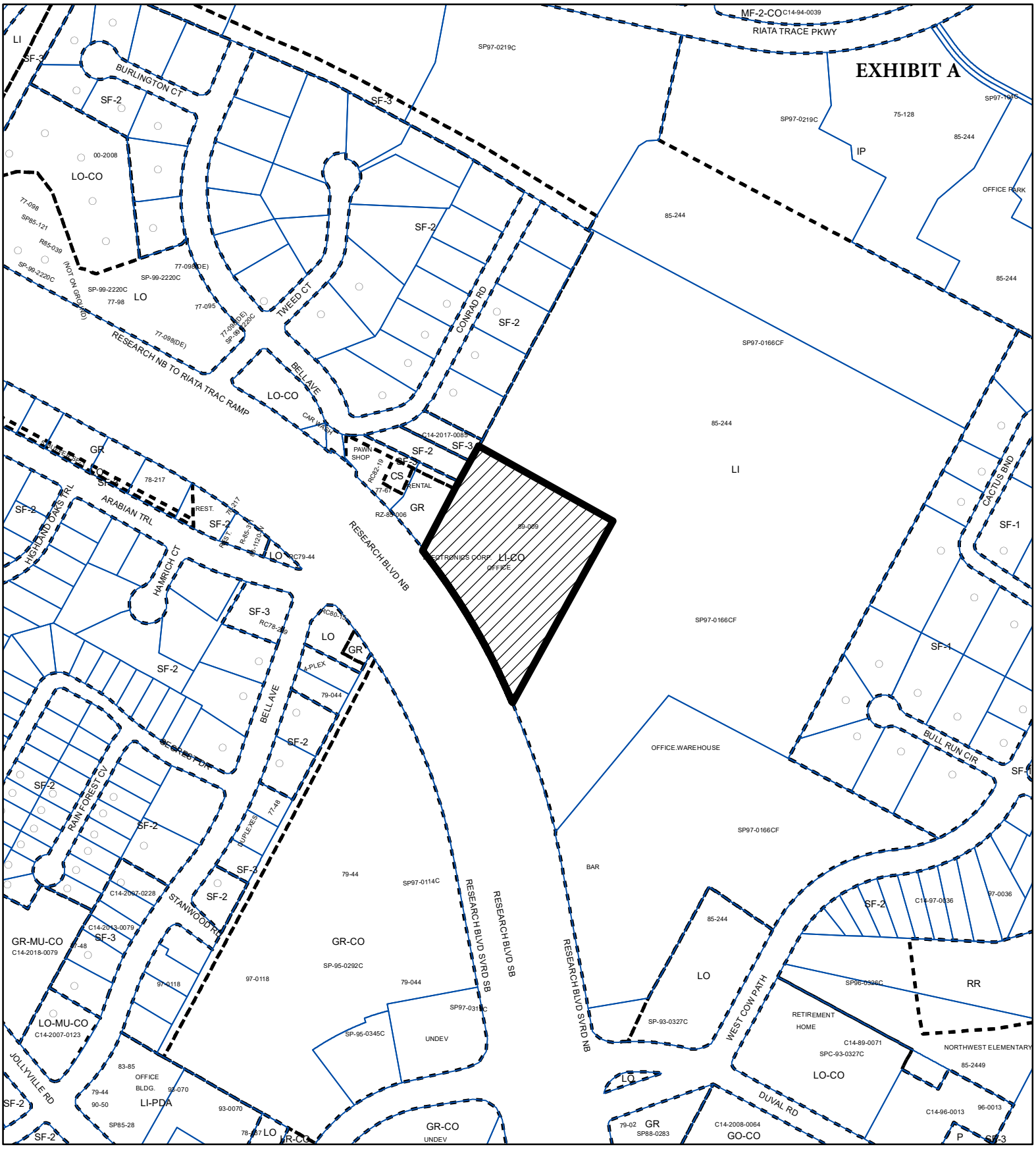
The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, utility relocations and or abandonments required by the land use. The water 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 Map
C. Applicant’s Request Letter
D. Current Zoning Ordinance - Ordinance No. 900118-B and Public Restrictive Covenant
E. Original TIA Memorandums
F. Petition Received
G. Neighborhood's Postponement Request
H. Correspondence Received
I. Additional Related Information
J. US 183 and Duval Office Complex – TIA Final Memo (SP-2021-0109C)
K. Amended Zoning Request Letter



N

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

1 " = 400 '

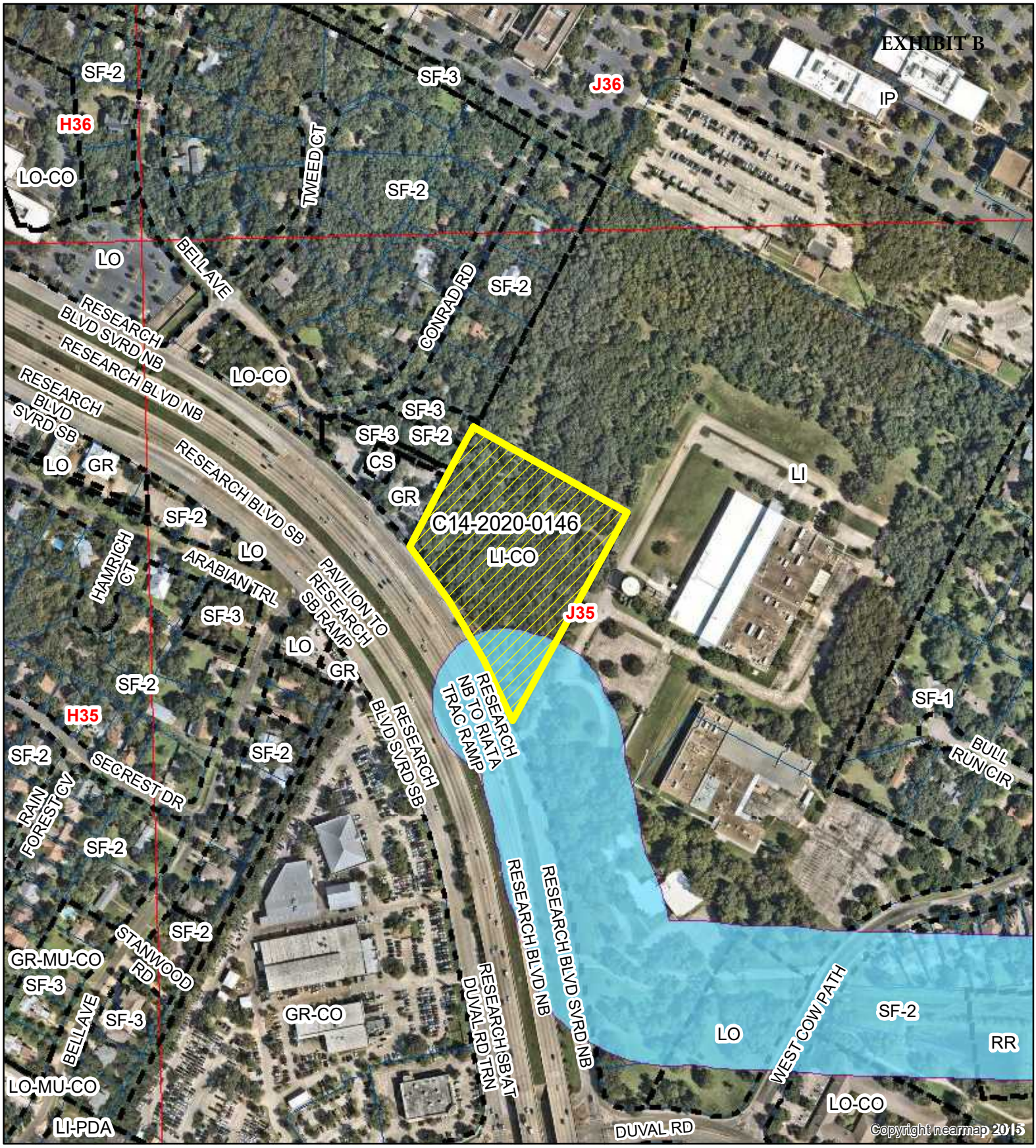
ZONING

ZONING CASE#: C14-2020-0146

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

Created: 12/16/2020



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SUBJECT TRACT

ZONING BOUNDARY

PENDING CASE

CREEK BUFFER

1" = 350'

11705 Research Blvd

ZONING CASE#: C14-2020-0146
LOCATION: 11705 Research Blvd
SUBJECT AREA: 5.6 Acres
GRID: J35
MANAGER: Sherri Sirwaitis

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.

EXHIBIT C

DRENNER GROUP

Amanda Swor
direct dial: (512) 807-2904
aswor@drennergroup.com

December 8, 2020

Ms. Rosie Truelove
Housing and Planning Department
City of Austin
6310 Wilhelmina Delco Dr.
Austin, TX 78752

Via Electronic Delivery

Re: 11705 Research Blvd. – Rezoning application for the 5.60-acre piece of property located at 11705 Research Blvd. in Austin, Travis County, Texas (the "Property")

Dear Ms. Truelove:

As representatives of the owner of the Property, we respectfully submit the enclosed rezoning application package. The project is titled 11705 Research Blvd., consists of 5.60 acres, and is located on the east side of US 183 frontage, approximately 400 feet north of the intersection of Duval Road. The Property is currently undeveloped.

The site is currently zoned LI-CO, Limited Industrial Services – Conditional Overlay. The requested rezoning is from LI-CO to LI, Limited Industrial Services zoning district to remove the existing conditional overlay on the property. This request is consistent with surrounding uses.

The Property is not located within a Neighborhood Planning Area, therefore a Neighborhood Plan Amendment will not be required with this rezoning request.

A Traffic Impact Analysis ("TIA") has been waived via a TIA Determination Form from Amber Mitchell dated December 1, 2020 with the note that a TIA determination is deferred until review of a site plan application when land use and intensity will be finalized.

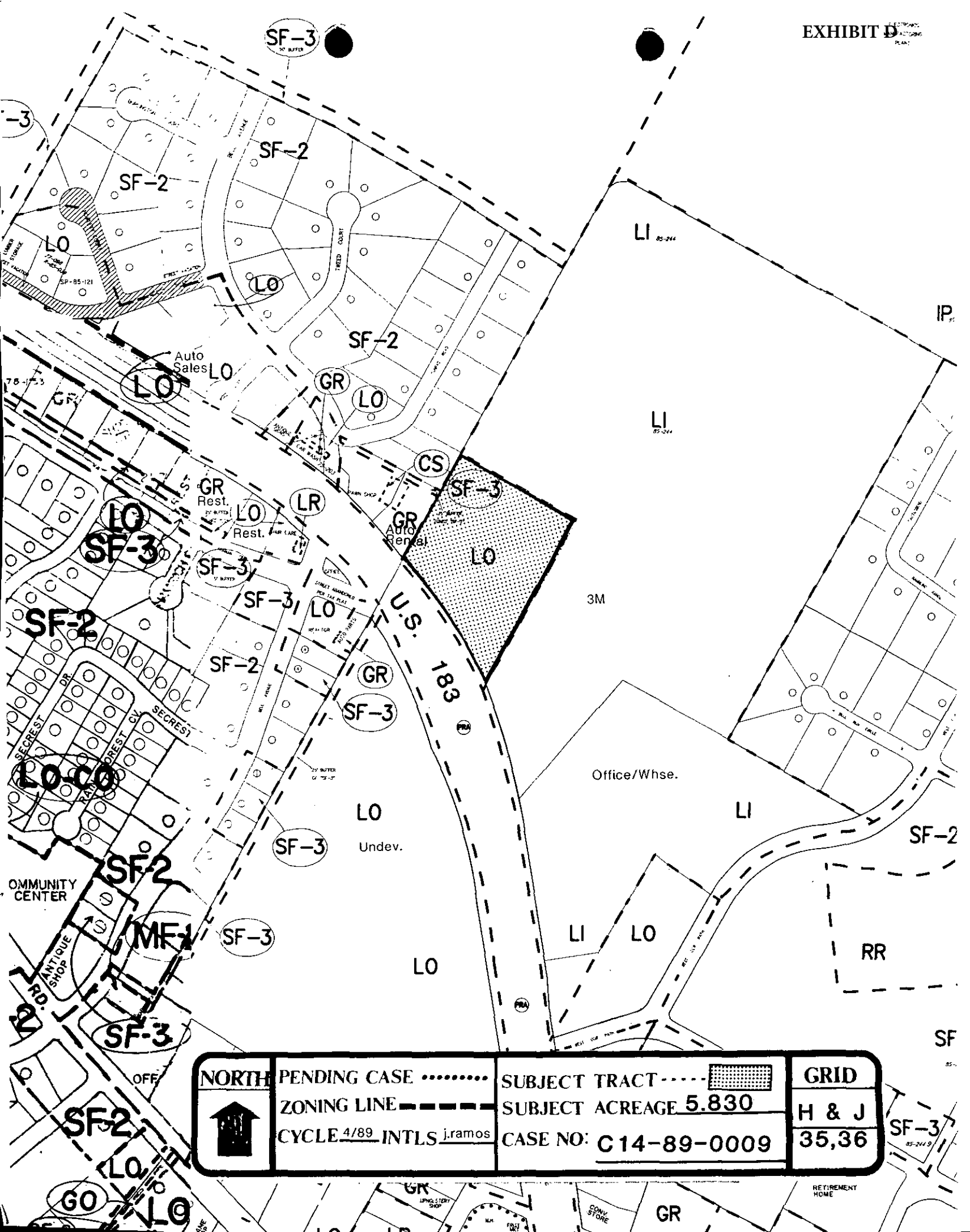
Please let me know if you or your team members require additional information or have any questions. Thank you for your time and attention to this project.

Very truly yours,

Amanda Swor

cc: Joi Harden, Planning and Zoning Review Department *(via electronic delivery)*
Sherri Sirwaitis, Planning and Zoning Review Department *(via electronic delivery)*

EXHIBIT D


SF-3
SF-2
LO
LI
IP
Auto Sales
GR
CS
Rest.
LR
Auto Rental
3M
U.S. 183
SECREST DR.
SECREST CV.
LO-CO
Office/Whse.
Undev.
COMMUNITY CENTER
MF-1
ANTIQUE SHOP
RR
GO
RETIREMENT HOME
NORTH
PENDING CASE
ZONING LINE
CYCLE 4/89 INTLS j.ramos
SUBJECT TRACT
SUBJECT ACREAGE 5.830
CASE NO: C14-89-0009
GRID
H & J
35,36

CITY OF AUSTIN, TEXAS

ORDINANCE NO. 900118- B

AN ORDINANCE ORDERING A REZONING AND CHANGING THE ZONING MAP ACCOMPANYING CHAPTER 13-2 OF THE AUSTIN CITY CODE OF 1981 AS FOLLOWS: 5.83 ACRE TRACT OF LAND OUT OF THE F. SECREST SURVEY NO. 23, FROM "LO" LIMITED OFFICE DISTRICT TO "LI-CO" LIMITED INDUSTRIAL SERVICE DISTRICT-CONDITIONAL OVERLAY COMBINING DISTRICT, LOCALLY KNOWN AS 11805-11841 NORTH U.S. HIGHWAY 183, IN THE CITY OF AUSTIN, TRAVIS COUNTY, TEXAS; WAIVING THE RULE REQUIRING THE READING OF ORDINANCES ON THREE SEPARATE DAYS; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. Chapter 13-2 of the Austin City Code of 1981 is amended to change the base zoning district from "LO" Limited Office district to "LI-CO" Limited Industrial Service district-Conditional Overlay combining district on the property described in File C14-89-0009-CO, as follows:

> 5.83 acres of land out of the F. Secrest Survey No. 23, in Travis County, Texas, and being part of that certain tract described in Vol. 238, Page 464, Travis County Deed Records; described by metes and bounds as follows:
>
> BEGINNING at a corner post at the intersection of the Northwest line of said tract described in Vol. 238, Page 464, Travis County Deed Records, with the Northeast line of U. S. Highway No. 183;
>
> THENCE along the northwest fence line of said tract N. 29 degrees 36' E. 400.8 feet to an iron stake for corner;
>
> THENCE along the property line of a 54.10 acre tract S. 60 degrees E. 487 feet to an iron stake for corner;
>
> THENCE S. 29 degrees 43' W. 661.5 feet to an iron stake in the Northeast line of said Highway for corner;
>
> THENCE along a curve to the left of the Northeast line of said Highway No. 31 degrees 49' W. a chord distance of 553 feet to the place of BEGINNING, containing 5.83 acres of land, ("Property")

locally known as 11805-11841 North U. S. Highway 183, in the City of Austin, Travis County, Texas.

PART 2. The Property within the boundaries of the Conditional Overlay combining district established by this ordinance is subject to the following restrictions:

1. No structure of any kind shall be built to a height greater than 40 feet above ground level on the Property, as measured from an elevation derived from the average of the highest and lowest grades adjacent to the structure.

2. The following uses shall be prohibited on the entirety of the Property:

(a) Scrap and salvage services,
(b) Convenience storage (mini-warehousing),
(c) Automotive rentals,
(d) Automotive repair services,
(e) Automotive sales,
(f) Automotive washing (automatic or mechanical),
(g) Automotive washing (self service),
(h) Resource extraction,
(i) Hotel-motel,
(j) Basic industry,
(k) Vehicle storage.

89-0009-CO

3. The following uses shall be prohibited on approximately 1.67 acres on the rear portion of the property for a depth of 150 feet: (i) General warehousing and distribution, (ii) Equipment sales, (iii) Equipment repair services, and (iv) Kennels.

4. Notwithstanding any other provision of the Land Development Code applicable to the Property on the effective date of this ordinance or at the time an application for approval of a site plan or building permit is submitted, no site plan for development of the Property or any portion of the Property shall be approved or released, and no building permit for construction of a building on the Property, shall be issued if the completed development or uses authorized by the proposed site plan or building permit, considered cumulatively with all existing or previously authorized development and uses of the Property, generates traffic exceeding the total traffic generation for the Property as specified in that certain Traffic Impact Analysis prepared by Watson, Hall, and Machemekl, Transportation Engineering Consultants, Inc., dated February, 1989, on file at the Department of Planning and Development, and submitted in support of the zoning request enacted by this ordinance.

5. No building permit for construction on the Property shall be issued by the City of Austin unless at the time an application for a building permit is submitted all City requirements have been met and one of the following has occurred:

   (i) a site plan for development of the Property or any portion of the property has been approved and released by the City of Austin; or,

   (ii) construction contracts have been awarded for roadway improvements along U. S. Highway 183 between the Williamson County Line and Balcones Drive.

   If any one of the above referenced two conditions (i) and (ii) have been satisfied at the time an application for a building permit is submitted, the City of Austin shall issue a building permit provided all other City requirements are satisfied. Any building permit issued shall be in compliance with condition 4 as specified in this ordinance.

Except as specifically restricted pursuant to this ordinance, the property may be developed and used in accordance with the regulations established for the "LI" Limited Industrial Service base district and other applicable requirements of the Land Development Code.

PART 3. It is ordered that the Zoning Map established by Sec. 13-2-22 of the Austin City Code of 1981 and made a part thereof shall be changed to record the amendment enacted by this ordinance.

PART 4. The requirement imposed by Section 2-2-3 of the Austin City Code of 1981 that this ordinance be read on three separate days shall be waived by the affirmative vote of five members of the City Council to pass this ordinance through more than one reading on a single vote.

PART 5. This ordinance shall be effective ten days after the date of its final passage.

PASSED AND APPROVED

January 18, 1990

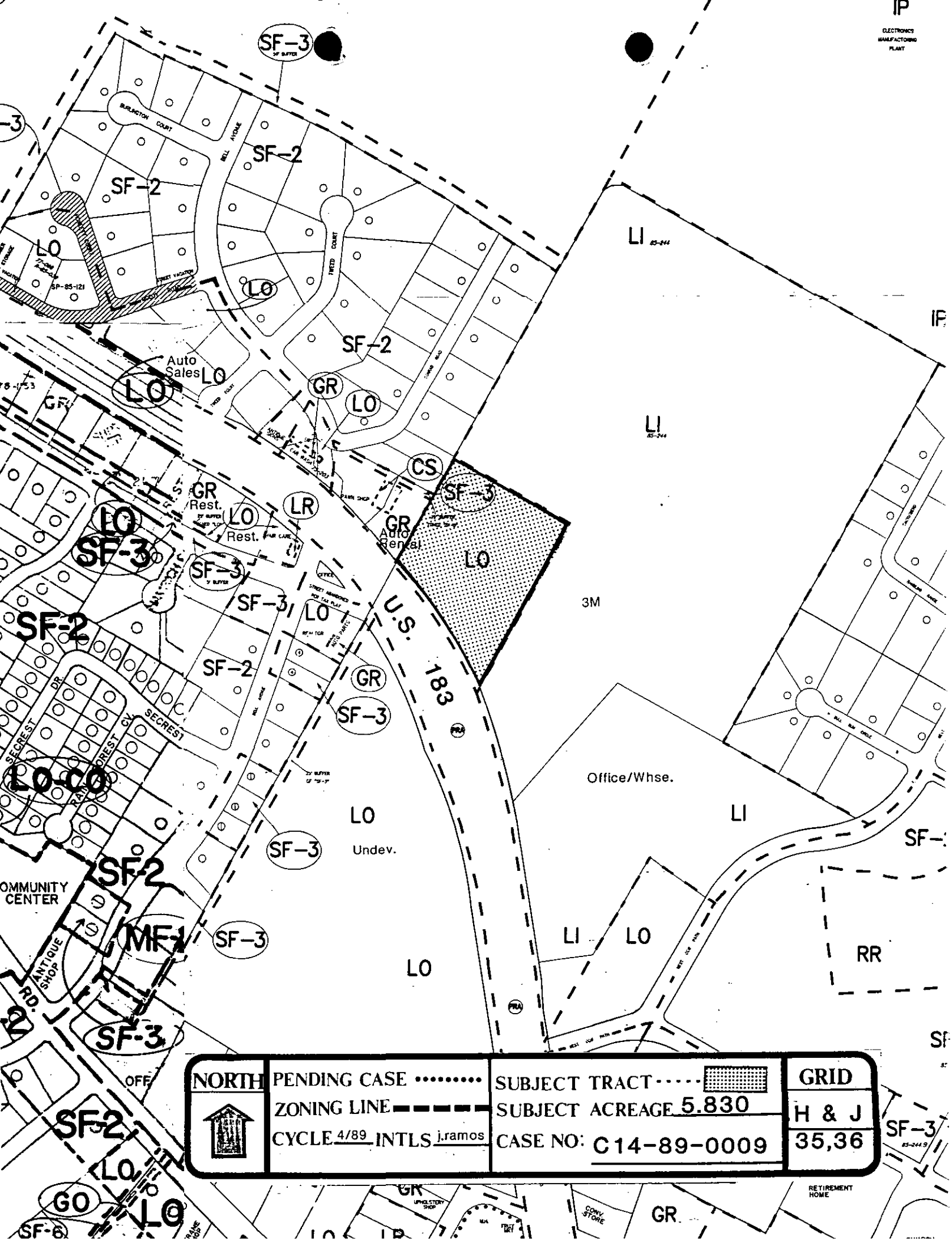
§
§
§

Lee Cooke
Mayor

APPROVED: Iris J. Jones
Iris J. Jones
Acting City Attorney

ATTEST: James E. Aldridge
James E. Aldridge
City Clerk

SS/jj



NORTH	PENDING CASE •••••••••	SUBJECT TRACT -----	GRID
	ZONING LINE ▬▬▬▬	SUBJECT ACREAGE 5.830	H & J
	CYCLE 4/89 INTLS j.ramos	CASE NO: C14-89-0009	35,36

FILM CODE

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Zoning Case No. C14-89-0009

DOC. NO.

90007041

RESTRICTIVE COVENANT

9:31 AM 6468

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2 2 01/23/9
900070.41-DO(

OWNER: ROBERT C. WILSON and CONNIE WILSON ROBERTS

ADDRESS: c/o Brown Maroney and Oaks Hartline, 1400 Franklin Plaza, 111 Congress Avenue, Austin, Texas 78701, Attn: Jerry Harris.

CONSIDERATION: Ten and No/100 Dollars ($10.00) and other good and valuable consideration paid by the City of Austin to the Owner, the receipt and sufficiency of which is acknowledged.

PROPERTY: 5.83 acres of land out of the F. Secrest Survey No. 23, in Travis County, Texas, and being part of that certain tract described in Vol. 238, Page 464, Travis County Deed Records; described by metes and bounds as follows:

BEGINNING at a corner post at the intersection of the Northwest line of said tract described in Vol. 238, page 464, Travis County Deed Records, with the Northeast line of U. S. Highway No. 183;

THENCE along the northwest fence line of said tract N. 29 degrees 36' E. 400.8 feet to an iron stake for corner;

THENCE along the property line of a 54.10 acre tract S. 60 degrees E. 487 feet to an iron stake for corner;

THENCE S. 29 degrees 43' W. 661.5 feet to an iron stake in the Northeast line of said Highway for corner;

THENCE along a curve to the left of the Northeast line of said Highway No. 31 degrees 49' W. a chord distance of 553 feet to the place of BEGINNING, containing 5.83 acres of land.

WHEREAS, the Owner of the Property and the City of Austin have agreed that the Property should be impressed with certain covenants and restrictions as conditions of zoning for the Property;

NOW, THEREFORE, it is declared that the Owner of the Property, for the consideration, shall hold, sell and convey the Property, subject to the following covenants and restrictions impressed upon the Property by this restrictive covenant. These covenants and restrictions shall run with the land, and shall be binding on the Owner of the Property, its heirs, successors, and assigns.

1. Owner shall construct an eight foot chain link fence along the Property line abutting the property located at the following addresses: (i) 12101 Conrad Road, and (ii) 12101 1/2 Conrad Road sufficient to deter access between the Property and the two lots and thereafter shall properly maintain the fence.

REAL PROPERTY RECORDS
TRAVIS COUNTY, TEXAS

11108 0024

2. Owner shall reserve 150 feet of right-of-way from center line of U. S. Highway 183 for future right-of-way, pursuant to Section 13-5-8 of the Austin City Code. No structure shall be erected nor shall improvements be made within the reserved right-of-way as determined by the Transportation and Public Safety Department.

3. Prior to the date on which construction contracts are awarded for roadway improvements along U. S. Highway 183 between the Williamson County Line and Balcones Drive, Owners agree that they will not submit a site plan application to the City of Austin for all or a portion of the Property until and unless any such site plan has been submitted by the Owners to the Summit Oaks Neighborhood Association and until any such site plan has been approved in writing by said Summit Oaks Neighborhood Association.

4. If any person or entity shall violate or attempt to violate this agreement and covenant, it shall be lawful for the City of Austin to prosecute proceedings at law or in equity against such person or entity violating or attempting to violate such agreement or covenant, to prevent the person or entity from such actions, and to collect damages for such actions.

5. If any part of this agreement or covenant is declared invalid, by judgment or court order, the same shall in no way affect any of the other provisions of this agreement, and such remaining portion of this agreement shall remain in full effect.

6. If at any time the City of Austin fails to enforce this agreement, whether or not any violations of it are known, such failure shall not constitute a waiver or estoppel of the right to enforce it.

7. This agreement may be modified, amended, or terminated only by joint action of both (a) a majority of the members of the City Council of the City of Austin, and (b) by the owner(s) of the Property at the time of such modification, amendment or termination.

All citations to the Austin City Code shall refer to the Austin City Code of 1981, as amended from time to time, unless otherwise specified.

When the context requires, singular nouns and pronouns include the plural.

EXECUTED this the 9th day of January, 1990.

ROBERT C. WILSON

NOTARY SEAL

THE STATE OF TEXAS §
COUNTY OF Harris §

This instrument was acknowledged before me on this the 9th day of January, 1990, by ROBERT C. WILSON.

Ellen D. Cain
Notary Public Signature

Ellen D. Cain
Type or Print of Notary
My Commission Expires: October 2, 1993

REAL PROPERTY RECORDS
TRAVIS COUNTY, TEXAS

11108 0025

Connie Wilson Roberts

CONNIE WILSON ROBERTS

THE STATE OF TEXAS §
COUNTY OF Gregg §

This instrument was acknowledged before me on this the 9 day of January, 1990, by CONNIE WILSON ROBERTS.

10-06-92 Vera M Garlough MY COMMISSION EXPIRES 10-06-92 VERA M. GARLOUGH

Notary Public Signature

Type or Print of Notary
My Commission Expires: 10-06-92

NOTARY SEAL

After recording, return to:
CITY OF AUSTIN
DEPT. OF LAW
P. O. BOX 1088
AUSTIN, TEXAS 78767
Attn: Martha Rucker

FILED
JAN 23 9 27 AM '90
DANA DEBEAUVOIR
COUNTY CLERK
TRAVIS COUNTY, TEXAS

STATE OF TEXAS COUNTY OF TRAVIS
I hereby certify that this instrument was FILED on the date and at the time stamped hereon by me; and was duly RECORDED, in the Volume and Page of the named RECORDS of Travis County, Texas, on

JAN 23 1990

Dana DeBeauvoir
COUNTY CLERK
TRAVIS COUNTY, TEXAS

REAL PROPERTY RECORDS
TRAVIS COUNTY, TEXAS

11108 0026

THE STATE OF TEXAS :

COUNTY OF TRAVIS "

RESTRICTIVE COVENANT

9.00

2-46-3413

DEC 22 80 1824 * 9.00

(C14-79-044, Tract 9)

WHEREAS, Robert C. Wilson, Jr. of Harris County, Texas, and Connie Wilson Roberts of Travis County, Texas, are the owners of 5.83 acres of land bordering U. S. Highway 183 within the City of Austin, Texas, which said tract of land is described by metes and bounds on Exhibit "A" hereto; and

WHEREAS, the City of Austin and Robert C. Wilson, Jr. and Connie Wilson Roberts have agreed that the above described property should be impressed with certain covenants and restrictions running with the land and desire to set forth such agreement in writing;

NOW, THEREFORE, Robert C. Wilson, Jr. and Connie Wilson Roberts for and in consideration of One and NO/100 Dollars ($1.00) and other good and valuable consideration in hand to the undersigned paid by the City of Austin, the receipt of which is hereby acknowledged, do hereby agree with respect to said property described above, such agreement to be deemed and considered as a covenant running with the land, and which shall be binding on them, their successors and assigns, as follows, to-wit:

1. It is agreed that no construction will be commenced on the above-described property prior to approval by the City Planning Commission of the City of Austin of a site plan covering the property; it being specifically agreed that the site plan will comply with Ordinance No. 790913-Z of the City of Austin (The "Landscape Ordinance") and will incorporate and include the driveway and sign performance standards set forth in the U.S. 183 Recommendations as adopted by resolution of the City Council of the City of Austin on June 14, 1979.

2. If any person, persons, corporation or entity of any other character shall violate or attempt to violate the foregoing agreement and covenant, it shall be lawful for the City of Austin, a municipal corporation, its successors and assigns: (a) to prosecute

UNOFFICIAL COPY

DEED RECORDS
Travis County, Texas

proceedings at law, or in equity, against said person, or entity violating or attempting to violate such agreement or covenant and to prevent said person or entity from violating or attempting to violate such agreement or covenant; or (b) to initiate a case to consider the roll-back of the zoning on the above-described property to an appropriate zoning designation.

2-46-3414

3. If any part or provision of this agreement or covenant herein contained shall be declared invalid, by judgment or court order, the same shall in nowise affect any of the other provisions of this agreement, and such remaining portion of this agreement shall remain in full force and effect.

4. The failure at any time to enforce any agreements by the City of Austin, its successors and assigns, whether any violations hereof are known or not, shall not constitute a waiver or estoppel of the right to do so.

5. This agreement may be modified, amended or terminated only by joint action of both (a) a majority of the members of the City Council of the City of Austin, or such other governing body as may succeed the City Council of the City of Austin, and (b) by the owners of the above described property at the time of such modification, amendment or termination.

EXECUTED, this the 10th day of November 1980.

Robert C. Wilson, Jr.

Connie Wilson Roberts

UNOFFICIAL COPY

THE STATE OF TEXAS :

COUNTY OF HARRIS :

2-46-3415

BEFORE ME, the undersigned authority, a Notary Public in and for said County and State, on this day personally appeared Robert C. Wilson, Jr. known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 10th day of November, 1980.

NOTARY SEAL

Notary Public in and for
Harris County, Texas
JESUS B. BEMOS

MY COMMISSION EXPIRES:

June 30, 1982

THE STATE OF TEXAS :

COUNTY OF ~~HARRIS~~ TRAVIS "

BEFORE ME, the undersigned authority, a Notary Public in and for said County and State, on this day personally appeared Connie Wilson Roberts known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that she executed the same for the purposes and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 10th day of November 1980.

NOTARY SEAL

Notary Public in and for
~~Harris~~ Travis County, Texas
KAREN M. ANDREAS

UNOFFICIAL COPY

EXHIBIT "A"

2-46-3416

5.83 acres of land out of the F. Secrest Survey No. 23, in Travis County, Texas, and being part of that certain tract described in Vol. 238, Page 464, Travis County Deed Records; described by metes and bounds as follows:

BEGINNING at a corner post at the intersection of the Northwest line of said tract described in Vol. 238, Page 464, Travis County Deed Records, with the Northeast line of U.S. Highway No. 183;

THENCE along the northwest fence line of said tract N. 29° 36' E. 400.8 feet to an iron stake for corner;

THENCE along the property line of a 54.10 acre tract S. 60° E. 487 feet to an iron stake for corner;

THENCE S. 29° 43' W. 661.5 feet to an iron stake in the Northeast line of said Highway for corner;

THENCE along a curve to the left of the Northeast line of said Highway N. 31° 49' W. a chord distance of 553 feet to the place of BEGINNING, containing 5.83 acres of land.

UNOFFICIAL DOCUMENT

FILED
DEC 22 8 20 AM '80
COUNTY CLERK
TRAVIS COUNTY, TEXAS

STATE OF TEXAS
I hereby certify that this instrument was FILED on the date and at the time stamped hereon by me; and was duly RECORDED, in the Volume and Page of the named RECORDS of Travis County, Texas, as stamped hereon by me, on

DEC 22 1980

COUNTY CLERK
TRAVIS COUNTY, TEXAS

EXHIBIT E

M E M O R A N D U M

TO: Jim Huber, Zoning Division

FROM: George Zapalac, Transportation Review Section

DATE: March 30, 1989

SUBJECT: Response to the Traffic Impact Analysis (TIA) for the Wilson Tract
Case #: C14-89-0009

The Transportation Section has reviewed the traffic impact analysis for the Wilson Tract and recommends

Trip Generation

Based upon the land use proposed in the TIA, the proposed project will generate approximately 6,400 vehicle trips (unadjusted) per day upon final build-out. An estimated 150 trips will occur in the a.m. peak hour and 550 in the p.m. peak hour. The proposed year of build-out is 1992. An annual traffic growth rate of two and one-half percent was assumed for area roadways. A retail use of 80,000 square feet is the assumed maximum build-out of the tract.

Roadways

U.S. 183--is a six lane divided arterial that is proposed to be upgraded to a six-lane freeway with frontage roads. Construction for the segment adjacent to this tract is projected to begin in March, 1990 and end in 1992. Grade separated interchanges will be constructed at Duval Road and Oak Knoll. The at-grade intersection at Bell Avenue will be redesigned to intersect the northbound frontage road. According to the right-of-way maps provided by the State Department of Highways and Public Transportation, an additional 63 feet of right-of-way will be required from this tract.

Duval Road--is designated as a minor arterial according to the Roadway Plan. It is currently constructed as four-lanes, undivided from U.S. 183 to Whispering Valley Drive. No additional improvements are proposed for this segment.

Oak Knoll Drive--is a neighborhood collector street. The roadway is constructed as four-lanes, undivided from U.S. 183 to Jollyville Road. It intersects U.S. 183 opposite the Texas Instruments main entrance which is currently signalized.

Bell Avenue--is a local street with stop(sign)-controlled approaches at the intersection of U.S. 183. It is currently constructed as a two-lane roadway with a 30 foot pavement width.

M E M O R A N D U M

TO: Amelia Sondgeroth, Zoning Planner

FROM: George Zapalac, Transportation Review Manager

DATE: May 15, 1989

SUBJECT: Review of the Traffic Impact Analysis for the Wilson Tract
Case #: C14-89-009

The Transportation Section reviewed the traffic impact analysis in conjunction with the proposed rezoning of the Wilson Tract. Although the intersections are projected to operate at an unacceptable level of service in 1990, the adjacent segment of U.S. 183 is proposed to be reconstructed to a freeway beginning in March, 1990. All of the intersections are expected to operate at an acceptable level of service after U.S. 183 is upgraded to a freeway in 1992. Consequently, rezoning of the Wilson Tract and development of the tract as assumed in the TIA will result in a relatively short interval for which adjacent intersections will operate at an unacceptable level of service.

Trip Generation

Based upon the land use proposed in the TIA, the Wilson Tract will generate approximately 6,400 vehicle trips (unadjusted) per day upon final build-out. An estimated 150 trips will occur in the a.m. peak hour and 550 trips in the p.m. peak hour. A projected build-out date of 1992 is assumed in the TIA. An annual traffic growth rate of two and one-half percent was assumed for area roadways which is consistent with traffic growth in recent years. A retail use of 80,000 square feet is the assumed maximum build-out of the tract.

Roadways

U.S. 183 (Research Blvd.)-- is currently a six-lane divided arterial that is proposed to be upgraded to a six-lane freeway with frontage roads. Construction for the segment adjacent to this tract is projected to begin in March, 1990 and end in 1992. Grade separated interchanges will be constructed at Duval Road and Oak Knoll. The at-grade intersection at Bell Avenue will be redesigned to intersect the northbound frontage road. According to the right-of-way maps provided by the State Department of Highways and Public Transportation, an additional 63 feet of right-of-way will be required from this tract.

Duval Road--is designated as a minor arterial according to the Roadway Plan. It is currently constructed as four-lanes, undivided from U.S. 183 to Whispering Valley Drive. No additional improvements are proposed for this segment.

Oak Knoll Drive--is a neigborhood collector street. The roadway is constructed as four-lanes, undivided from U.S. 183 to Jollyville Road. It intersects U.S. 183 opposite the Texas Instruments main entrance which is currently signalized.

Bell Avenue--is a local street with stop (sign) controlled approaches at the intersection of U.S. 183. It is currently constructed as a two-lane

roadway with a 30 foot pavement width.

Intersection Levels of Service

The intersection levels of service are provided below for existing and proposed conditions.

	Existing		1990		1992	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
U.S. 183/Duval Rd	C/19.6	E/45.7	C/22.4	F/73.8	D/25.6	D/37.1
U.S. 183/Oak Knoll	C/24.9	E/45.7	D/37.3	F/61.6	D/29.2	D/30.9

Traffic Analysis

Results of the traffic impact analysis indicate that the adjacent intersections at U.S. 183/Duval Rd. and U.S. 183/Oak Knoll will operate at an unacceptable level of service during the p.m. peak hours in 1990 before U.S. 183 is upgraded to a freeway. Due to the time lag for development of the site, final build-out is not expected to occur until late 1990. Roadway improvements to the adjacent segment of U.S. 183 are projected to be under construction by that time with completion expected in 1992. If construction schedules are maintained for the proposed roadway improvements, there may be an approximate one to two year period in which the intersections will operate at an unacceptable level. Restrictions on the density and phasing of this development beyond what is assumed in the TIA do not appear reasonable given the relatively short time frame before construction of the freeway is initiated.

Recommendations

If the rezoning is approved, the Transportation Section recommends the following as a condition of approval.

1. Require reservation of up to 150 feet of right-of-way from the future centerline of U.S. 183.

2. If the rezoning is approved, the uses and densities should be restricted to the land use assumptions stated in the TIA, unless the applicant can demonstrate that the trip characteristics of the proposed use(s) will not create a level of impact beyond what was analyzed in the TIA.

Please contact Carl McClendon at 499-2727 if you have any questions or need additional information.

George Zapalac
Transportation Review Manager

PLANNING DEPARTMENT

GZ:CCM

Intersection Levels of Service

The intersection levels of service are provided below for existing and proposed conditions as stated in the TIA.

	Existing		Proposed (1992)	
	A.M.	P.M.	A.M.	P.M.
U.S. 183/Duval Road	B	C	C	C
U.S. 183/Bell Avenue*	N/A	N/A	N/A	N/A
U.S. 183/Oak Knoll	B	D	C	C

* The intersection at U.S. 183/Bell Avenue is not currently signalized. In the future, when U.S. 183 is upgraded to a freeway, Bell Avenue will intersect the northbound frontage road.

Traffic Analysis

If the complete build-out of development is deferred until after U.S. 183 is upgraded to a freeway, it appears that the traffic impacts will be relatively minor. Due to the omissions and deficiencies in the TIA report, however, it is difficult to fully analyze the impact of the proposed development.

The TIA report assumes a maximum build-out of 80,000 square feet of retail use. LI zoning permits other more intense uses such as restaurants and convenience stores which have much higher traffic generation rates. Uses with higher traffic rates than that assumed in the TIA should be prohibited. Also, the zoning approval should be limited to the intensity assumed in the TIA report.

The estimated annual increase in background traffic of 2.5 percent appears to be low. According to the report, the consultant based the background traffic growth rate on volumes collected over a two year period from 1986 to 1988. Traffic volumes along U.S. 183 near this project have increased an average of 17.5 percent over a 12 year period from 1976 to 1988. On Bell Avenue, traffic volumes increased an average of 5 percent per year from 1976 to 1984. Oak Knoll volumes increased an average of 47 percent from 1980 to 1984.

Trip generation for the site was adjusted or reduced to account for passerby traffic. In other words, a specific percentage of the site generated traffic will come from the existing stream of traffic along U.S. 183. An adjustment rate of 30 percent was applied which is acceptable based upon information provided in Trip Generation: An Informational Report. In addition, it was assumed that only 25 percent of the traffic along U.S. 183 would occur on the frontage road after the freeway had been completed in 1992. Although this assumption appears reasonable, there is no documentation to support the claim.

The TIA recommends two driveway approaches to the proposed site but provides no analysis of driveway conditions. Site generated peak hour turning movements are not provided and there is no information provided on spacing or location of adjacent driveways or future access ramps. All site generated turning movements should be accounted for from the site to the intersections identified in the scope of study. If a percentage of site traffic is projected to access the future main lanes, these movements should be shown.

The TIA consultant provided no worksheets for the intersection analyses. As required by the Transportation Criteria Manual, the applicant is responsible for documenting all assumptions regarding cycle length, phasing, G/C ratios, etc. It is not clear whether the consultant used the existing timing and phasing conditions for signalized intersections to analyze the existing and 1990 intersection levels of service.

The geometric conditions shown on Figure 12 of the TIA provide for triple left turns for the future southbound frontage road of U.S. 183 at Duval Road. Construction plans from the State Department of Highways and Public Transportation indicate that dual left turn lanes will be provided for this intersection. The intersection analyses should be revised to account for the proposed geometric conditions, unless the applicant is requesting modifications to the intersection.

Recommendations

1. It is recommended that the case be postponed until the consultant can provide additional information to address the issues stated above.

Please contact Carl McClendon at 499-2727 if you have any questions or need additional information.

George Zapalac

George Zapalac
Transportation Review Section

PLANNING DEPARTMENT

EXHIBIT F

PETITION

Date: 4/24/2021
File Number: C14-2020-0146

Address of
Rezoning Request: 11705 Research Blvd SVRD NB

To: Austin City Council

We, the undersigned owners of property affected by the requested zoning change described in the referenced file, do hereby protest against any change of the Land Development Code which would zone the property to any classification other than "**LI-CO**".

We oppose rezoning at 11705 Research Blvd that would remove restrictions on traffic volume, increase the height of buildings, or allow more types of development on the property.

(PLEASE USE BLACK INK WHEN SIGNING PETITION)

Signature	Printed Name	Address
Diana Mathews	DIANA MATHEWS	12104 Bell Ave Austin TX 78727
Gerard Roset	GERARD ROSET	12103 Bell Ave, Austin, Tx 787
Paul Jacobs	Paul Jacobs	12201 Bell Ave 7872
R Munguia	Rudolph Munguia	5905 Burlington Ct 7872

PETITION

Date: 4/24/2021
File Number: C14-2020-0146

Address of
Rezoning Request: 11705 Research Blvd SVRD NB

To: Austin City Council

We, the undersigned owners of property affected by the requested zoning change described in the referenced file, do hereby protest against any change of the Land Development Code which would zone the property to any classification other than "**LI-CO**".

We oppose rezoning at 11705 Research Blvd that would remove restrictions on traffic volume, increase the height of buildings, or allow more types of development on the property.

(PLEASE USE BLACK INK WHEN SIGNING PETITION)

Signature	Printed Name	Address
Tara Janner	Tara Janner	5907 Burlington Ct. Austin, TX 78727
	BERNARD M. WONG	5902 Burlington Ct Austin, Tx 78727
	BERNARD M. WONG	5903 Burlington Ct Austin, Tx 78727
Ross Sterzing	ROSS STERZING	12108 BELL AVE AUSTIN, TEX 78727
Dale McConnell	Dale McConnell	12106 Bell Ave Austin TX 78727

PETITION

Date: March 21, 2021
File Number: C14-2020-0146

Address of
Rezoning Request: 11705 Research Blvd SVRD NB

To: Austin City Council

We, the undersigned owners of property affected by the requested zoning change described in the referenced file, do hereby protest against any change of the Land Development Code which would zone the property to any classification other than "**LI-CO**".

We oppose rezoning at 11705 Research Blvd that would remove restrictions on traffic volume, increase the height of buildings, or allow more types of development on the property.

(PLEASE USE BLACK INK WHEN SIGNING PETITION)

Signature	Printed Name	Address
Steven W. Schrader	Steven W. Schrader	12108 Conrad Rd
Elizabeth W Schr	Elizabeth W Schrader	12108 Conrad Rd
Janet Reset	Janet Reset	12103 Bell
Leonard Schlueter	Leonard Schlueter	12102 Conrad Rd
Marie Moore	Marie Moore	12202 Conrad Rd
William D. Clifford	WILLIAM D. CLIFFORD	12106 TWEED COURT

PETITION

Date: 4/23/2021
File Number: C14-2020-0146

Address of
Rezoning Request: 11705 Research Blvd SVRD NB

To: Austin City Council

We, the undersigned owners of property affected by the requested zoning change described in the referenced file, do hereby protest against any change of the Land Development Code which would zone the property to any classification other than "**LI-CO**".

We oppose rezoning at 11705 Research Blvd that would remove restrictions on traffic volume, increase the height of buildings, or allow more types of development on the property.

(PLEASE USE BLACK INK WHEN SIGNING PETITION)

Signature	Printed Name	Address
[illegible]	PATRICIA WILSON	12100 Tweed Ct 78727
John W. Boulton	John W Boulton	12107 Tweed Ct. 12109 Tweed Ct. 12111 Tweed Ct
[illegible]	Jonathan A. Thompson	12107 Bell Avenue
[illegible]	Lori D Lang	12107 Bell Avenue

PETITION

Date: March 21, 2021
File Number: C14-2020-0146

Address of
Rezoning Request: 11705 Research Blvd SVRD NB

To: Austin City Council

We, the undersigned owners of property affected by the requested zoning change described in the referenced file, do hereby protest against any change of the Land Development Code which would zone the property to any classification other than "**LI-CO**".

We oppose rezoning at 11705 Research Blvd that would remove restrictions on traffic volume, increase the height of buildings, or allow more types of development on the property.

(PLEASE USE BLACK INK WHEN SIGNING PETITION)

Signature	Printed Name	Address
Charles Ford	Charles Ford Admin for Charles Ford Family TRUST	12103 Conrad Rd
Charles Ford	Charles Ford Admin for Charles Ford Family Trust	12101½ Conrad Rd
Pablo Marisol De Luna	Pablo/Marisol	12104 Conrad Rd
[illegible]	Jake Toups	12102 Conrad Rd.

PETITION

Date: March 21, 2021
File Number: C14-2020-0146

Address of
Rezoning Request: 11705 Research Blvd SVRD NB

To: Austin City Council

We, the undersigned owners of property affected by the requested zoning change described in the referenced file, do hereby protest against any change of the Land Development Code which would zone the property to any classification other than "**LI-CO**".

We oppose rezoning at 11705 Research Blvd that would remove restrictions on traffic volume, increase the height of buildings, or allow more types of development on the property.

(PLEASE USE BLACK INK WHEN SIGNING PETITION)

Signature	Printed Name	Address
Meredith O'Reilly	Meredith O'Reilly	12111 Conrad Rd Austin TX 78727
Kelly T Henley	Kelly T. Henley	12201 Conrad Rd Austin TX 78727
Michael O'Reilly	MICHAEL O'REILLY	12111 CONRAD RD AUSTIN, TX 78727
Richard Bean	Richard Bean	12106 Conrad Rd Austin, TX 78727

PETITION

Date: 4/26/2021
File Number: C14-2020-0146

Address of
Rezoning Request: 11705 Research Blvd SVRD NB

To: Austin City Council

We, the undersigned owners of property affected by the requested zoning change described in the referenced file, do hereby protest against any change of the Land Development Code which would zone the property to any classification other than "**LI-CO**".

We oppose rezoning at 11705 Research Blvd that would remove restrictions on traffic volume, increase the height of buildings, or allow more types of development on the property.

(PLEASE USE BLACK INK WHEN SIGNING PETITION)

Signature	Printed Name	Address
Brendan K. Puthoff	Brendan Puthoff	11855 Research Blvd.

3M Company Case C14-2020-0146

Properties Within 200-foot Radius

Street Address			Parcel Number	Property Owner	Signed
12101	CONRAD	RD	164010115	3M COMPANY	**No**
12101 1/2	CONRAD	RD	164010111	FORD CHARLES FAMILY TRUST	**Yes**
12103	CONRAD	RD	164010111	FORD CHARLES FAMILY TRUST	**Yes**
12111	CONRAD	RD	164010112	OREILLY MICHAEL O & MEREDITH E	**Yes**
11855	RESEARCH	BLVD	166010102	EARTHTECH INTERNATIONAL INC	**Yes**
11857	RESEARCH	BLVD	166010106	PAWN TX INC	**No**
11766	RESEARCH	BLVD	166010122	3M COMPANY	**No**

Contact:

Steven W. Schrader
12108 Conrad Rd
512 250 5635

Case Number:

PETITION

C14-2020-0146

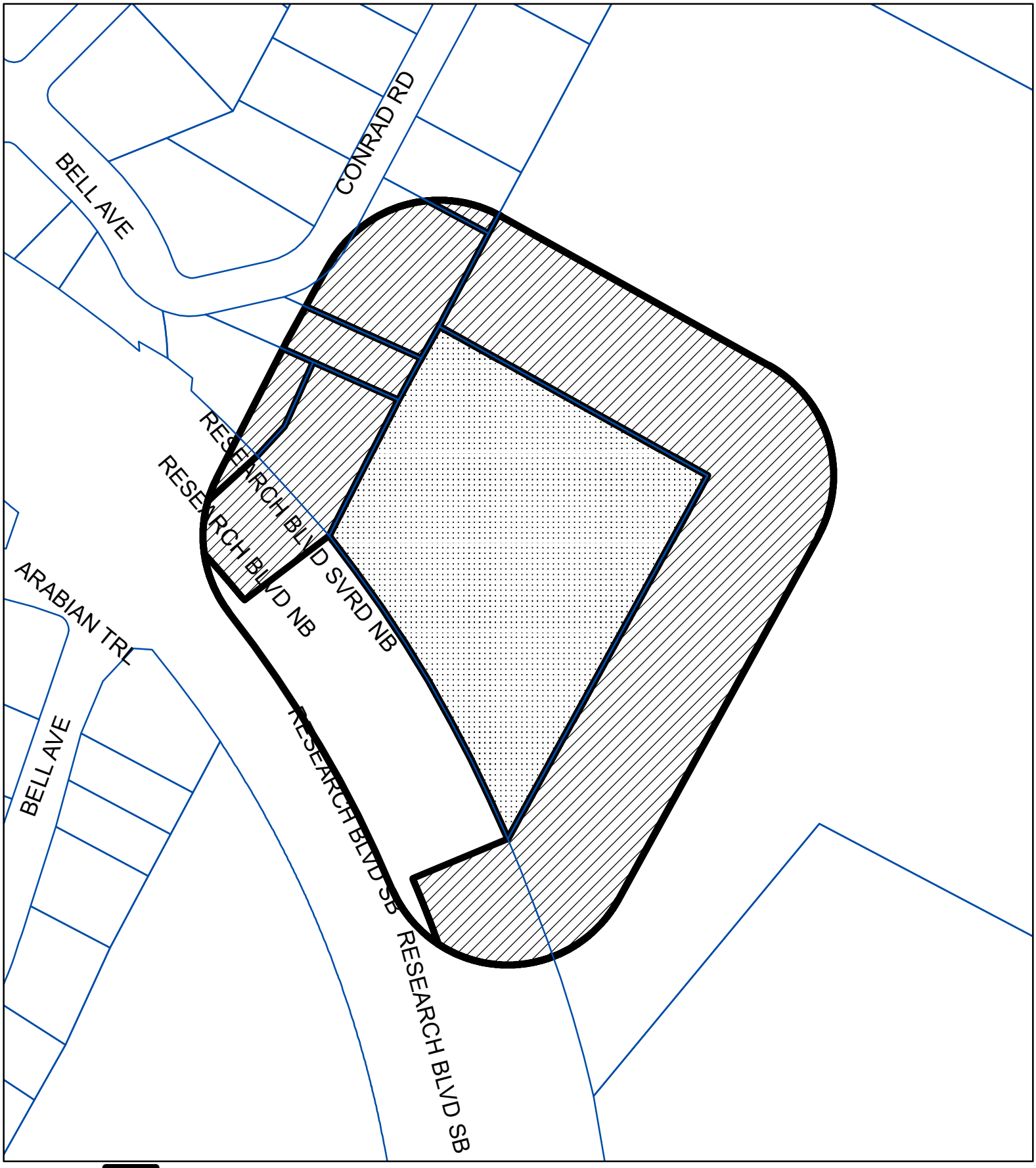
Date: 7/23/2021

Total Square Footage of Buffer: 541631.7163

Percentage of Square Footage Owned by Petitioners Within Buffer: 8.21%

Calculation: The total square footage is calculated by taking the sum of the area of all TCAD Parcels with valid signatures including one-half of the adjacent right-of-way that fall within 200 feet of the subject tract. Parcels that do not fall within the 200 foot buffer are not used for calculation. When a parcel intersects the edge of the buffer, only the portion of the parcel that falls within the buffer is used. The area of the buffer does not include the subject tract.

TCAD ID	Address	Owner	Signature	Petition Area	Precent
0164010122	11765 RESEARCH BLVD 78727	3M COMPANY	no	302645.65	0.00%
0164010115	12101 CONRAD RD 78727	3M COMPANY	no	15128.44	0.00%
0164010102	11855 RESEARCH BLVD AUSTIN 78727	EARTHTECH INTERNATIONAL LLC	no	56385.93	0.00%
0164010111	12103 CONRAD RD AUSTIN 78727	FORD CHARLES FAMILY TRUST	yes	41952.63	7.75%
0164010112	12111 CONRAD RD 78727	OREILLY MICHAEL O & MEREDITH E	yes	2531.12	0.47%
0164010106	11857 RESEARCH BLVD 78727	PAWN TX INC	no	11309.47	0.00%
Total				**429953.24**	**8.21%**



N

BUFFER

PROPERTY_OWNER

SUBJECT_TRACT

PETITION

Case#: C14-2020-0146

1 " = 200 '

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by the Housing and Planning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

EXHIBIT G

From: Steven Schrader
To: Sirwaitis, Sherri
Cc: ;
Subject: Postponement Request Zoning and Platting Commission Case C14-2020-0146
Date: Wednesday, April 28, 2021 2:29:41 PM

*** External Email - Exercise Caution ***

Ms. Sirwaitis,

I sent this email to Andrew Rivera because I understand that he is the liaison for the Zoning and Platting Commission. If it needs to be addressed to someone else, to properly request the postponement, please let me know.

Mr. Rivera,

I am requesting a 4-week postponement of the Zoning and Platting Commission hearing on Case C14-2020-0146. I represent the Summit Oaks Neighborhood Association and our organization needs more time to obtain and review information on the zoning case. Specifically, we have requested information from the Austin Transportation Department on the impact of traffic on our neighborhood that will result from eliminating the conditional overlay, which is the subject of the rezoning case. In addition, we are still attempting to locate the specific Traffic Impact Analysis document cited in the conditional overlay, which we have been told is not available from the applicant or the city. We also need time to schedule a meeting with Councilwoman Kelly and her staff to provide them information on our issues as well as time to communicate with the Zoning and Platting Commissioners.

Sincerely,
Steven W. Schrader
President, Summit Oaks Neighborhood Association

CAUTION: This email was received at the City of Austin, from an EXTERNAL source. Please use caution when clicking links or opening attachments. If you believe this to be a malicious and/or phishing email, please forward this email to cybersecurity@austintexas.gov.

PUBLIC HEARING INFORMATION

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

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

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

Case Number: C14-2020-0146
Contact: Sherri Sirwaitis, 512-974-3057
Public Hearing: April 20, 2021, Zoning and Platting Commission

LEONARD SCHLUETER
Your Name (please print)

☐ **I am in favor**
☒ **I object**

12107 CONRAD RD
Your address(es) affected by this application

Leonard Schlueter
Signature

Date

Daytime Telephone: 512-258-6290

Comments: SEE ATTACHED

If you use this form to comment, it may be returned to:
City of Austin, Planning & Zoning Department
Sherri Sirwaitis
P. O. Box 1088, Austin, TX 78767-8810

Or email to:
sherri.sirwaitis@austintexas.gov

4/19/2021	9/17/2012
	Monday
	mow yards
I am objecting to the project for the following reasons:	
the building height is too high.	
there will be a marked increase of traffic, getting out of our neighborhood will become impossible.	
there must be a 50 ft setback from the residential properties in the summit oaks area	
if trees are to be removed, they must be replaced with trees – not twigs.	
from the overall draft it looks like many trees will be remove for other buildings. How many of those	
are protected?	
Leonard Schlueter	

Rezoning Case Number C14-2020-0146
3M Company

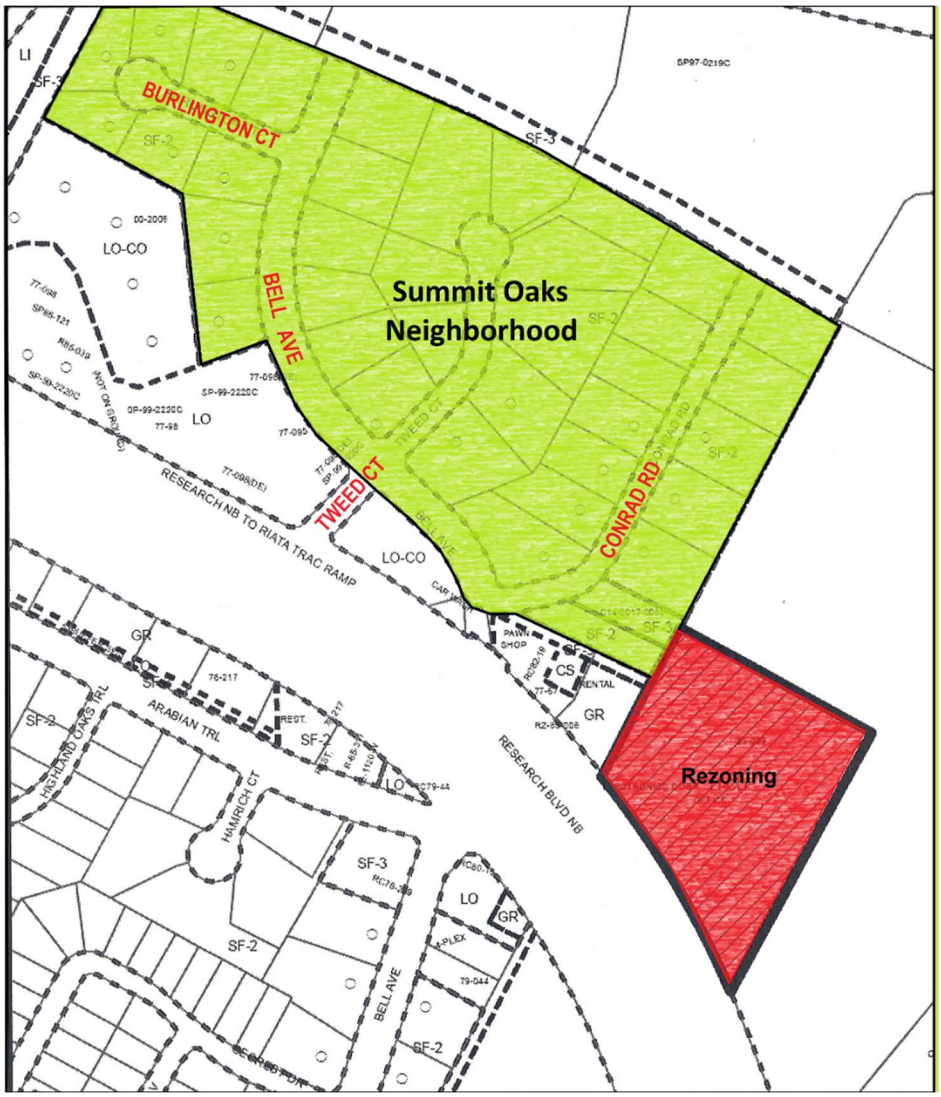
SUMMIT OAKS
NEIGHBORHOOD ASSOCIATION

Revised Tuesday June 29, 2021

This document is intended to present information about the Summit Oaks neighborhood and provide context for our opposition to the rezoning of the adjoining property.

History of Summit Oaks Neighborhood

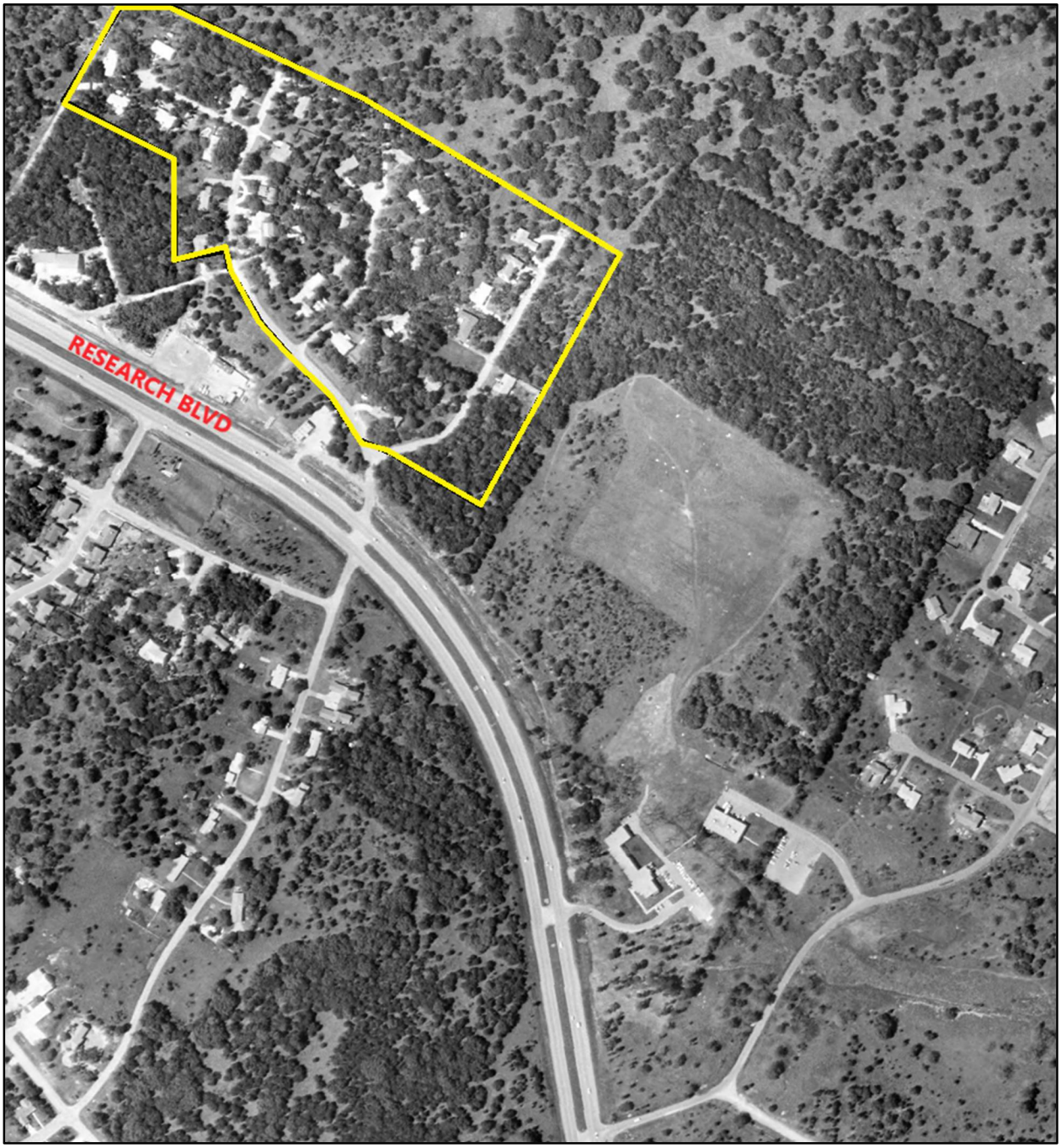
We are a small neighborhood that is almost 60 years old and is located immediately to the north and west of the 5.6-acre 3M property (referred to here as the 3M tract). The 5.6-acre tract is undeveloped but is part of a much larger property owned by 3M Company and now planned for redevelopment.



Summit Oaks Location

The Summit Oaks neighborhood was originally platted in 1956 prior to the realignment of U.S. 183 from Jollyville Rd to its current location. The first houses were built in our neighborhood in the early 1960s and it is actually the oldest development along the Research Blvd corridor west of Mopac. The neighborhood consists of mostly medium-sized homes built on large lots that are heavily wooded. The aerial photos of the neighborhood in 1967 and 1973 show the early history of the area.

Summit Oaks Neighborhood - 1967



Summit Oaks Neighborhood – 1973

The neighborhood originally had access to U.S. 183 via Bell Ave. Following recommendations in the city of Austin's 1977 "Summit Oaks Neighborhood" plan the Bell Ave access was closed and Tweed Ct was extended to intersect the

highway and provide access. Tweed Ct remains the only entrance/exit to the Summit Oaks neighborhood.

Since the neighborhood was established and the highway was realigned, we have seen the steady development of surrounding properties both before and after annexation by the city of Austin, including Texas Instruments, 3M Company, Riata Corporate Park, Riata Apartments, and the offices of the Texas Association of School Boards (TASB). We have worked closely with the developers and the city to ensure that our residential character is protected.

History of Surrounding Zoning and Neighborhood Protection

Restrictions on development surrounding Summit Oaks including height limitations, use restrictions, and no-disturb buffer zones have been consistently applied by the city to maintain the character of the original residential neighborhood. For example:

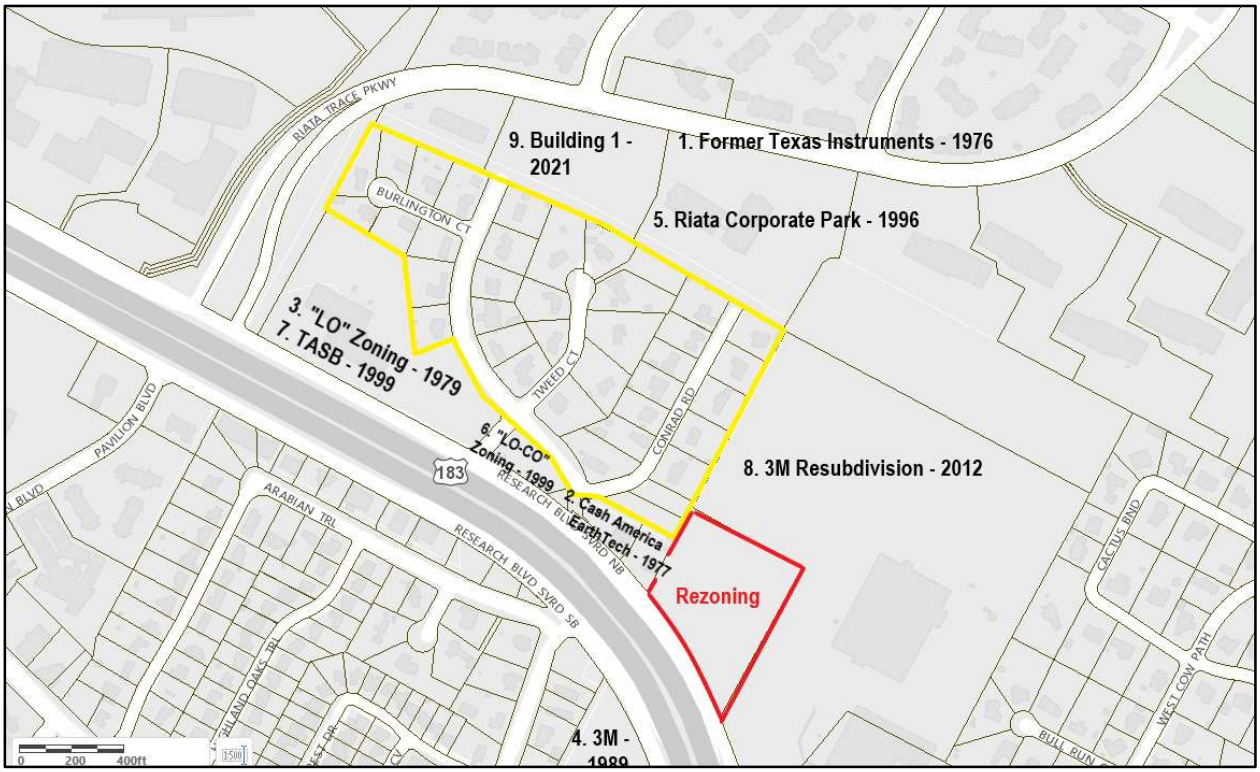
1. In 1976 Texas Instruments (TI) executed a restrictive covenant establishing a 100-foot building setback along the northern border of Summit Oaks. Also in 1976, the city of Austin rezoned a 50-foot wide strip of the TI property to residential zoning to establish a buffer between Summit Oaks and TI.
2. In 1977, the city of Austin rezoned two lots fronting on Research Blvd adjacent to Summit Oaks from residential to retail with the inclusion of a 25-foot residential buffer between the Summit Oaks lots and the retail zoning. The two lots were limited to a single driveway to access the highway. The lots were eventually developed with a 15-foot tall retail business (1982) and a 25-foot tall office building (1985) at 11857 and 11855 Research Blvd, respectively and are now occupied by Cash America and EarthTech International.
3. In December 1979, the city of Austin rezoned eight lots adjacent to Tweed Ct and Bell Ave from interim residential to "O" Office subject to the "U.S. 183 Study". The "U.S. 183 Study Area Report", prepared by the city of Austin Departments of Planning and Urban Transportation was approved by city council in June 1979. The report concluded that "*Zoning … policies*

should encourage land use patterns which promote safety, convenience, and compatibility. Specifically, land uses should not contribute to traffic hazards or detract from or conflict with more restrictive adjacent uses".

4. In 1989, as part of rezoning, 3M Company executed a restrictive covenant on property located at 11750 Research Blvd that established "an undisturbed vegetative buffer 50 feet wide" to protect the single-family residential neighborhood to the west. The property was eventually developed in 1997 with buildings 26 feet tall.
5. In 1996 the original 100-foot building setback and the 50-foot "no-disturb" buffer established by TI were incorporated into the development of the Riata Corporate Park. Those offices are 57 feet tall, but are effectively shielded from the Summit Oaks residences immediately to the south.
6. In 1999, the city of Austin approved rezoning of three lots immediately south of Summit Oaks, at 11877 Research Blvd to "LO-CO" to establish restrictions on use and a height limitation of 40 feet that protect the residences on Bell Avenue and the rest of Summit Oaks Neighborhood. These lots remain undeveloped.
7. In 1999, the city of Austin approved the partial vacation of five residential lots from the Summit Oaks Subdivision subject to Private Land Use Regulations (PLUR) as part of an agreement between Summit Oaks and the developers. The property was rezoned "LO-CO" and the PLUR established no-disturb buffer zones adjacent to the neighborhood immediately north and east of what is now the 40-foot tall office building owned by the Texas Association of School Boards (TASB) at 12007 Research Blvd.
8. In 2012, 3M Company filed a plat for re-subdivision of the 35.2-acre portion of Lot 1 immediately east of Summit Oaks. The plat established a 50-foot residential buffer defined as a "no-disturb" zone where native trees and shrubs are preserved. The height of the existing Building 3 is 24 feet.
9. In April 2021, the Zoning and Platting Commission approved a site plan extension for Building 1 on the remaining undeveloped lot in Riata Corporate Park on the northern border of Summit Oaks. The site plan is

approved for a 40-foot tall building, also with the same 100-foot building setback and 50-foot "no-disturb" buffer zone requirements.

None of the buildings adjoining Summit Oaks are more than 40 feet tall with the exception of the Riata Corporate Park buildings 2 and 3, which are shielded by a 50-foot non-disturb buffer and are set back from the property line by over 100 feet.



Surrounding Properties

History of Zoning for 3M Tract

When the property (5.6-acre 3M tract) was annexed into the city of Austin in 1976, residential zoning of interim "AA" was applied. In 1980 the property was rezoned to "O" Office as part of rezoning of the Golden Triangle Area. Then the "O" zoning was changed to "LO" Limited Office when that category was added to designate development predominately serving neighborhood or community needs.

In November of 1980 the city of Austin and the property owner executed a restrictive covenant to "*include driveway and sign performance standards set forth in the U.S. 183 Recommendations…"* The "U.S. 183 Area Study" established driveway standards addressing interval spacing and requirements for a continuous right turn lane. Although the "U.S. 183 Area Study" was primarily focused on managing traffic on the highway, land use and neighborhood protection were also important elements.

In 1985, the property was included in the "Golden Triangle Area Study", which recommended the zoning be maintained at "LO". The study included the objective of "maintaining compatibility between existing neighborhoods and proposed higher-intensity development by selecting suitable locations for such development, and by providing transition areas of moderately-intense uses between the two." The goal of the study and the "Austin Tomorrow Comprehensive Plan" was "that the quality of neighborhoods be protected". The study went on to state that "a transition area developed at a lesser intensity and with a use compatible with a residential area is the preferred way to afford protection to the abutting neighborhoods".

In 1989 the owners of the subject tract proposed a rezoning of the property from "LO" to "LI" Limited Industrial. After some negotiations, the neighborhood and the property owner agreed to the current "LI" zoning that included restrictions in a Conditional Overlay (CO) combining district. It should be noted that the agreement with the neighborhood at that time provided the property owner significant increases in allowable impervious cover, building cover, and floor area. We continue to feel that the restrictions in the CO were an equitable arrangement for agreeing to the relaxed zoning in 1989.

<u>Building Height Restriction</u>

Restriction No. 1 in the CO set a limit on the height of buildings to 40 feet. This limit maintained the building height under the prior "LO" zoning. We consider the 40-foot height limit to be compatible and complementary in scale and appearance with the residential environment of our neighborhood. With the exception of the Riata Corporate Park office

buildings immediately north of Summit Oaks, none of the development surrounding our neighborhood is over 40 feet tall. Although the Riata Corporate Park office buildings *were* built to a height of 57 feet, the impact on our neighborhood from the buildings is effectively minimized by a 100-foot building setback and a neighborhood buffer which is defined as a 50' (foot) wide vegetation buffer strip where native trees, shrubbery and grasses are to be preserved. Without the 40-foot height limitation or a combination of a no-disturb buffer plus a 100-foot building setback, which is equivalent to the existing Riata Corporate Park offices, the proposed rezoning will detract from and conflict with the livability of our neighborhood.

Prohibited Uses

Restrictions No. 2 and No. 3 contain a list of uses that were prohibited under previous "LO" zoning, which the prior property owner agreed to restrict. If allowed, the currently prohibited uses would impact our neighborhood with objectionable noise, odors, and trash. Lighting of such commercial development typically shines all night and would be a constant intrusion, even if it "shielded" as required by compatibility standards.

Also, we believe that the development of the property for uses such as automotive sales, automotive rental, service, etc. would damage our property values. For comparison, a portion of the original Summit Oaks subdivision (now known as Raintree Estates) on the opposite side of Research Blvd was affected by the construction of a new car dealership in 1997 directly adjoining the residential lots on the east side of Bell Avenue. As a result, property values adjoining the car dealership are significantly less than comparable properties further removed from the car lot.

Traffic Impacts

Restriction No. 4 addresses limitations on the traffic volume from the property. In 1989 traffic congestion on Research Blvd was a serious problem. The current zoning was established just before construction

began on U.S. 183 to create a freeway with adjacent service roads. Restriction No. 4 references a Traffic Impact Analysis (TIA) that established a maximum traffic volume to be allowed from the eventual development with the expectation that the highway would alleviate congestion. Unfortunately, the TIA report has gone missing and the specific limits it established are not known.

Thirty years after the previous rezoning, we are now in a similar situation with another highway expansion, known as the "U.S. 183 North Mobility Project" set to begin in the very near future. The requested rezoning and the highway expansion project raise issues that will directly impact our neighborhood.

Traffic Volume – Northbound Service Road

TxDOT reports the 2019 annual average daily traffic volume was more than 17,400 vehicles per day on the service road in front of the 3M tract. That traffic merges with more than 7,700 vehicles per day using the northbound Oak Knoll Dr exit ramp onto the service road, directly across from Tweed Ct. The average weekday traffic volume could be about 10 percent more according to the Transportation Research Board (HCM 2000).

The combined weekday volume of more than 27,400 trips per day travels on the service road past Tweed Ct. and the TASB offices before reaching Riata Trace Parkway, which then contributes more traffic from large multifamily and office developments, especially during peak afternoon periods. Current (pre-pandemic) traffic often causes bumper to bumper congestion on the service road at the intersection of Tweed Ct during peak weekday afternoon periods.

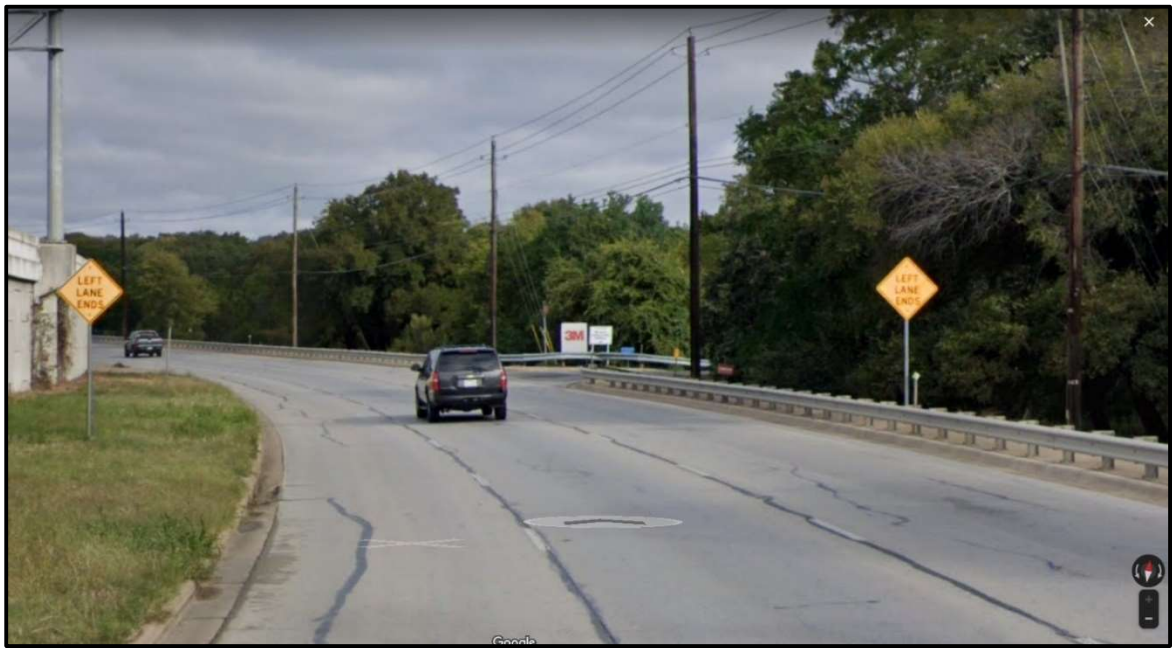
In the TIA Determination Worksheet, the rezoning application lists a proposed volume of over 2,500 trips per day from development of the 3M tract. However, a TIA document prepared for the eventual development of the entire 3M property indicates that there will be over 15,000 trips generated each weekday following the final phase of the entire development in 2028. Even if only 40 percent exits to the service road, that amounts to over 3,000 additional vehicles per day traveling northbound. Including an expected increase in traffic of one

percent per year, the total weekday volume will be over 32,000 vehicles per day on the service road between Tweed Ct and Riata Trace Pkwy after the final phase of the development of the entire 3M property. Additional redevelopment of Research Park in the area of Oak Knoll Dr, Research Blvd, and Riata Trace Pkwy is very likely to result in even higher traffic volumes.

Service Road Configuration

Just north of the intersection of Duval Rd and the northbound service road, a U-turn lane intersects with the outside lane. Then, starting in front of the 3M tract, the northbound service road narrows from three lanes down to two lanes, to provide a protected lane for the traffic exiting the freeway across from Tweed Ct (Oak Knoll Dr Exit). Further north, the capacity of the service road is effectively less than three lanes between Tweed Ct and Riata Trace Pkwy because the right lane is occupied by vehicles turning into Summit Oaks, the TASB offices, and onto Riata Trace Pkwy, which has no deceleration lane. There are also Capital Metro bus stops in front of TASB and near Riata Trace Pkwy that block the right lane on a regular schedule. There are no signals at Tweed Ct or Riata Trace Pkwy. No mitigation is currently being proposed for the service road to accommodate the increased traffic from the 3M property.

The Zoning Change Review Sheet reports in the table EXISTING STREET CHARACTERISTICS that the pavement width is 39 feet. This is very misleading because the left lane ends, causing traffic to merge into the two right lanes before approaching the 3M tract. The effective pavement width is only 27 feet because essentially all the traffic on the service road merges into two lanes in front of the 3M tract.



Left Lane Ends at Approach to 3M Tract on Northbound Service Road

Furthermore, CTRMA will reduce the width of the service road lanes by several feet as part of the U.S. 183 North Mobility Project to accommodate additional main lanes in the freeway. No additional lanes are envisioned for the service road according to the conceptual layout drawings for the project.

Traffic Patterns on the Service Road

Most of the vehicles entering from the service road will pass under the main lanes of the highway using the U-turn lane and then weave across all three lanes to reach the 3M driveway. In that same section of road vehicles merge from three to two lanes. Further north, vehicles exiting the main lanes of the freeway traveling toward Oak Knoll Dr must weave with traffic accessing the freeway entrance ramp from the service road north of Duval Rd. Future traffic from the 3M tract will cross two lanes to enter the freeway entrance ramp. Worse, many cars from Riata Trace Pkwy travel straight across all three lanes of the service road to reach the freeway entrance ramp. At the same time, many vehicles that use the Oak Knoll Dr exit must veer across three lanes to reach the driveways of TASB and Riata Trace Pkwy. This multi-lane weaving over a relatively short distance

makes for a chaotic and dangerous traffic flow. The traffic impact analysis performed for the entire 3M property did not analyze the effects of additional traffic at the intersections of Tweed Ct or Riata Trace Pkwy or the effects of the various weaving patterns that will occur.

Right Turn Onto the Service Road

Vehicles that enter the service road from Tweed Ct, TASB, and Riata Trace Pkwy must wait for a gap in the traffic traveling from the south. During average traffic conditions, a gap is usually provided by the upstream signalized intersection at Duval Rd. Future traffic from the 3M tract will fill available gaps and prevent right turns onto the service road from our neighborhood. The effect on access to the service road from Tweed Ct, TASB, and Riata Trace Pkwy should be analyzed and considered in the approval of rezoning and redevelopment of the property.

Service Road Configuration between Tweed Ct and Riata Trace Pkwy

The expected increase in traffic volume and the existing configuration of the street intersections, driveways, and highway ramps raise serious doubts about the

safety of the northbound service road and the capacity of the roadway to handle the traffic, especially during peak afternoon hours.

Summary

The neighborhood believes that conditions should be applied in this rezoning case that are equivalent to other developments adjoining our neighborhood. We also believe that the commissioners would benefit from a comprehensive traffic study in their decision whether to approve the rezoning and we do not support a waiver of the TIA until the site plan stage. We request that the commissioners:

1. Deny the request to remove the height limitation of 40 feet,
2. Deny the request to remove restrictions on uses listed in the Conditional Overlay, and
3. Require a comprehensive Traffic Impact Analysis as part of the rezoning application that:
    a. Includes the entire 3M property,
    b. Analyzes all traffic impacts along northbound service road, including impacts on traffic turning onto the service road from EarthTech / Cash America, Tweed Ct, TASB, and Riata Trace Pkwy,
    c. Considers the additional traffic from redevelopment of 179 acres planned by the Karlin Research Park Development LLC at 12455-12517 ½ Research Blvd (Case Number C14-2021-0112),
    d. Analyzes the traffic impacts at the Oak Knoll Dr – U.S. 183 intersection,
    e. Evaluates mitigation options including;
        i. Deceleration lanes including a variance from City of Austin restrictions on construction in a critical water quality zone,
        ii. Safety measures such as flashing warning signals and reduced speed limits on the northbound service road between Duval Rd and Oak Knoll Dr,
        iii. Acquisition of access easements or right-of-way between 3M property and Riata Trace Pkwy, through Riata Corporate Park, and

iv. Reduced density of development.

We recognize the need for more office space in northwest Austin and we consider office development to be the preferred use of the properties adjoining our neighborhood. However, we expect there to be a balance between the existing residential areas and commercial/office development that is sensitive to the neighborhood character.

Over the years, developers and the city staff have been respectful of the need to preserve the residential character of our neighborhood. Our hope is to continue that trend with the eventual development of the 3M property.

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Case Number: C14-2020-0146
Contact: Sherri Sirwaitis, 512-974-3057
Public Hearing: May 4, 2021, Zoning and Platting Commission

DAN J. WITTLIEF
Your Name (please print)

☐ ~~I am in favor~~
☐ I object

12410 DEER TRACK, AUSTIN TX 78727
Your address(es) affected by this application

Dan Wittlief
Signature

MAY 28, 2021
Date

Daytime Telephone: 512-680-3506

Comments: On behalf of Angus Valley Neighborhood Association, I and Beau Perry will present our opposition to the proposed rezoning. Attached are our comments. Mr. Perry will submit his request to address the Commission separately. Thank you.
DJW

If you use this form to comment, it may be returned to:
City of Austin, Planning & Zoning Department
Sherri Sirwaitis
P. O. Box 1088, Austin, TX 78767-8810

Or email to:
sherri.sirwaitis@austintexas.gov

L,.Case Number: C14-2020-0146 3M Company

Description: The applicant proposes to rezone 5.6-acre parcel of 3M land from LI-CO to LI

Commissioners, I am Dan Wittliff, member of the Angus Valley Area Neighborhood Association (AVANA) Board of Directors. Mr. Beau Perry, a resident of Angus Valley, will also be providing amplifying comments separately. We speak on behalf of the AVANA Board.

The Angus Valley Area Neighborhood spans from the east boundary of the 3M property to the railroad crossing to the east. There is **no** access to the Angus Valley subdivision from city or state arterial roadways from the north, east, or west. **All residents of Angus Valley must enter or leave the subdivision via Duval Road.**

From our neighborhood, four streets intersect Duval Road: Whispering Valley Drive, Gate Way, Mustang Chase, and West Cow Path (from east to west). But Gate Way and Mustang Chase merge so that, except for about 30 single-family residences, all of the houses, apartments and condominiums (more than 750 residential units) have only four exits from the subdivision, all onto Duval Road.

Briefly stated, AVANA **opposes** rezoning the property at 11705 Research Blvd Service Road Northbound, Austin, TX, 78727, for the following reasons:

- The Conditional Overlay (CO) which the applicant seeks to lift refers (in Restriction No. 4) to a Traffic Impact Analysis (TIA) prepared by Watson, Hall and Machemekl Transportation Engineering Consultants, Inc., dated February 1989.

- That critical 1989 Traffic Impact Analysis is missing. Neither 3M, the Drenner Group, the City of Austin, nor the firm who conducted the TIA has been able to produce the original TIA.

- Since no one can find the existing TIA that might have had stipulations precluding or calling for additional traffic conditions that may affect the property in question, we request that the rezoning of this property be postponed until a new TIA is conducted, at a minimum, to reestablish what the base conditions are today at the time of filing.

- At the time the application for this rezoning was filed, the requirement for a TIA was waived by City Staff with a notation that a TIA would be submitted with the master site plan for the redevelopment of the larger 3M campus (approx. 57+ acres).

- However, this future site plan does not have a guaranteed submission date. In other words, it could be several years before such a site plan is submitted and existing conditions today could have changed drastically, thus lowering the threshold level of service (LOS) the developer may have to provide in additional infrastructure to allow the development they are proposing.

- Any TIA must examine both existing and proposed traffic conditions to show how travel is impacted. Because the applicant does not have the 1989 TIA, they may be receiving unfair credit based on undocumented existing conditions today.

- Because we do not know when the master site plan will be submitted with a TIA for the master 3M site, we insist that they at least establish what the existing conditions are today. Thus, when the TIA is done in the future, it will represent a good baseline for today.

- Therefore, AVANA stands in solidarity with Summit Oaks Neighborhood in opposing this rezoning case.

- We respectfully request that the Austin Zoning and Platting Commission postpone its decision in this matter until such time as properly performed TIA is accomplished and made available for public review and comment.

Below are the reasons we presented at the Special-called AVANA board meeting. The board voted to allow us to modify the wording of our opposition as new information emerged.

Case Number: C14-2020-0146 3M Company

Description: The applicant proposes to rezone 5.6-acre parcel of 3M land from LI-CO to LI

I am Beau Perry speaking on behalf of the Angus Valley Area Neighborhood Association (AVANA) Board of Directors. The AVANA Board opposes rezoning the property at 11705 Research Blvd Service Road Northbound, Austin, TX, 78727, for the following reasons:

- To stand in solidarity with Summit Oaks Neighborhood.
- To oppose lifting of the conditional overlay (CO) as it mentions Traffic Impact Analysis (TIA) conducted in 1989 which cannot be found.
- Because Duval Rd is already a heavily used two-lane road with bicycle lanes and no traffic light from 183 to Amherst. Furthermore, the proposed modifications by City staff by reducing lane widths and having barrier bike lanes will also have an impact on any TIA and the current level of service (LOS).
- Because whole area of Angus Valley and Champions Forest has only four exits (i.e., West Cow Path, Mustang Chase, Gate Way, and Whispering Valley Drive) onto Duval Road. Except for these few exits, the 750 plus homes, apartments, and condominiums in this area have **no other way out** of the neighborhood. This proved problematic when, in September 2011, a fire broke out in Yett Creek Park and emergency responders and neighborhood evacuees shared these limited ingress and egress points.
- Because traffic on 183 and Duval Road will soon dramatically increase with the opening of Q2 soccer stadium and the start of 5-year 183 North Mobility Project.
- Because increased traffic on Duval Road will delay emergency services from Fire Station and will impact Windsor Nursing Home, Brookdale Senior Assisted Living Center, and Will Davis Elementary School.
- We respectfully request the Commission postpone their decision on rezoning until a new Traffic Impact Analysis is completed that represents the traffic impact of today and what it will be in the future as required by the City. City staff should not be waiving requirements of a development that are imperative to the Austin Zoning and Platting Commission making a sound decision and having all relevant information available.

NOTICE OF PUBLIC HEARING FOR REZONING

Mailing Date: April 21, 2021 **Case Number: C14-2020-0146**

Este aviso le informa de una audiencia pública tratando de un cambio de zonificación dentro de una distancia de 500 pies de su propiedad. Si usted desea recibir información en español, por favor llame al (512) 974-3531.

The City of Austin has sent this letter to inform you that we have received an application for rezoning of a property. We are notifying you because City Ordinance requires that all property owners within 500 feet, residents who have a City utility account address within 500 feet, and registered environmental or neighborhood organizations whose declared boundaries are within 500 feet be notified when the City receives an application.

Project Location:	**11705 Research Boulevard Service Road Northbound**
Owner:	**3M Company**
Applicant:	**Drenner Group, PC, Amanda Swor, (512) 807-2904**

Proposed Zoning Change:

From: LI-CO - Limited Industrial Services-Conditional Overlay - LI – **Limited Industrial Service district** is intended as an area primarily for commercial services and limited manufacturing uses, generally on moderately sized sites. CO – **Conditional Overlay combining district** may be applied in combination with any base district. The district is intended to provide flexible and adaptable use or site development regulations by requiring standards tailored to individual properties.

To: LI – Limited Industrial Service district is intended as an area primarily for commercial services and limited manufacturing uses, generally on moderately sized sites.

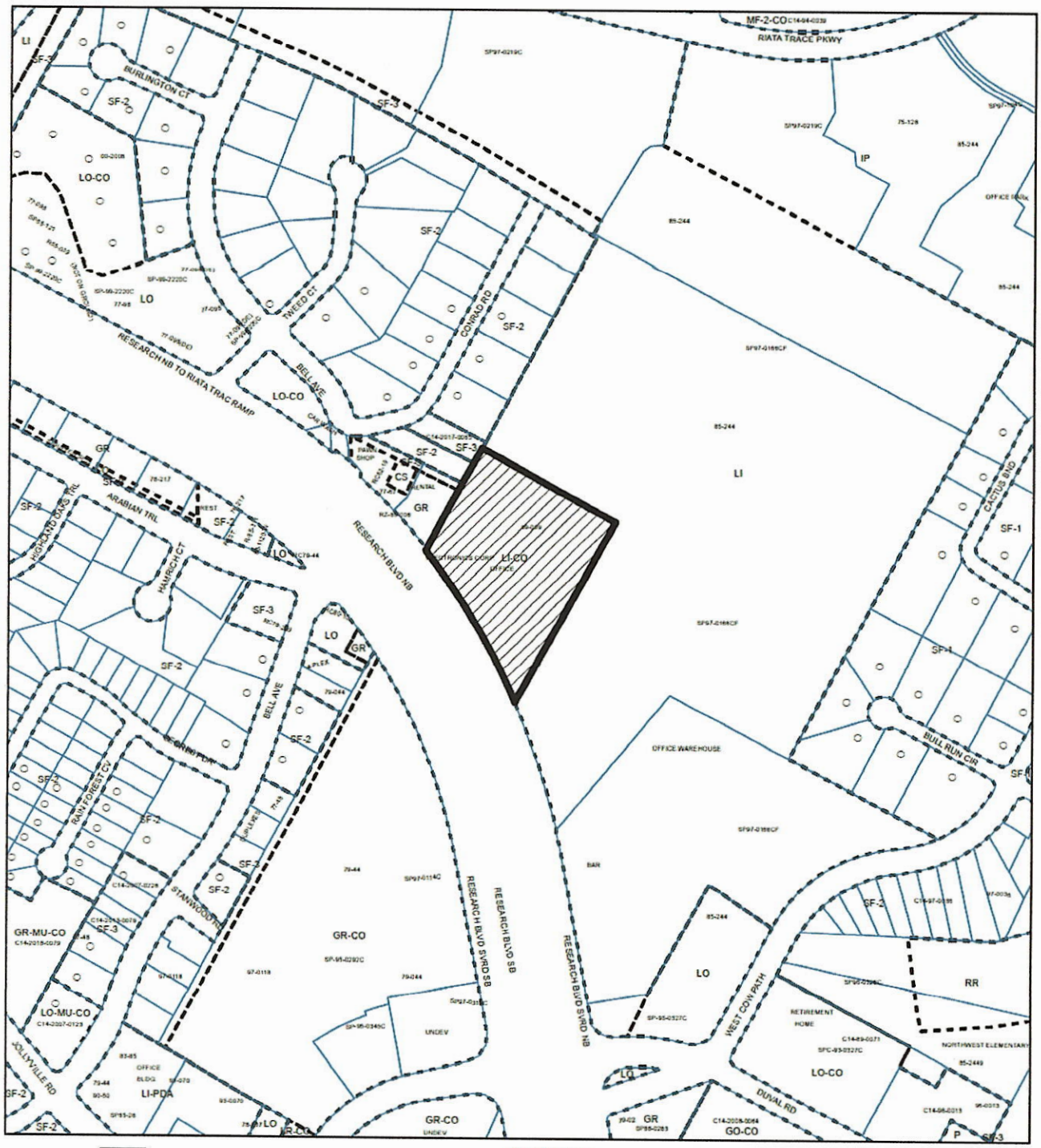
This application is scheduled to be heard by the **Zoning and Platting Commission** on **May 4, 2021.** The meeting will be held **online** and viewable at **http://www.atxn.tv** beginning at **6:00 p.m.**

To find out how to participate in the meeting, please contact the case manager listed below by email or phone or go to the following website:

Zoning and Platting Commission: http://www.austintexas.gov/content/zoning-and-platting-commission

You can find more information on this application by inserting the case number at the following Web site: **https://www.austintexas.gov/devreview/a_queryfolder_permits.jsp**.

If you have any questions concerning the zoning change application please contact, Sherri Sirwaitis of the Planning and Zoning Department at 512-974-3057 or via email at sherri.sirwaitis@austintexas.gov and refer to the Case Number at the top right of this notice. For additional information on the City of Austin's land development process, please visit our web site at: www.austintexas.gov/planning.



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SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

1 " = 400 '

ZONING

ZONING CASE#: C14-2020-0146

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

CITY OF AUSTIN FOUNDED 1839

Created: 12/16/2020

EXHIBIT I

City of Austin

AUSTIN CITY COUNCIL

John Trevino, Jr.
Mayor Pro-Tem

Larry Deuser
Roger Duncan
Ron Mullen
Richard Goodman
Charles Urdy

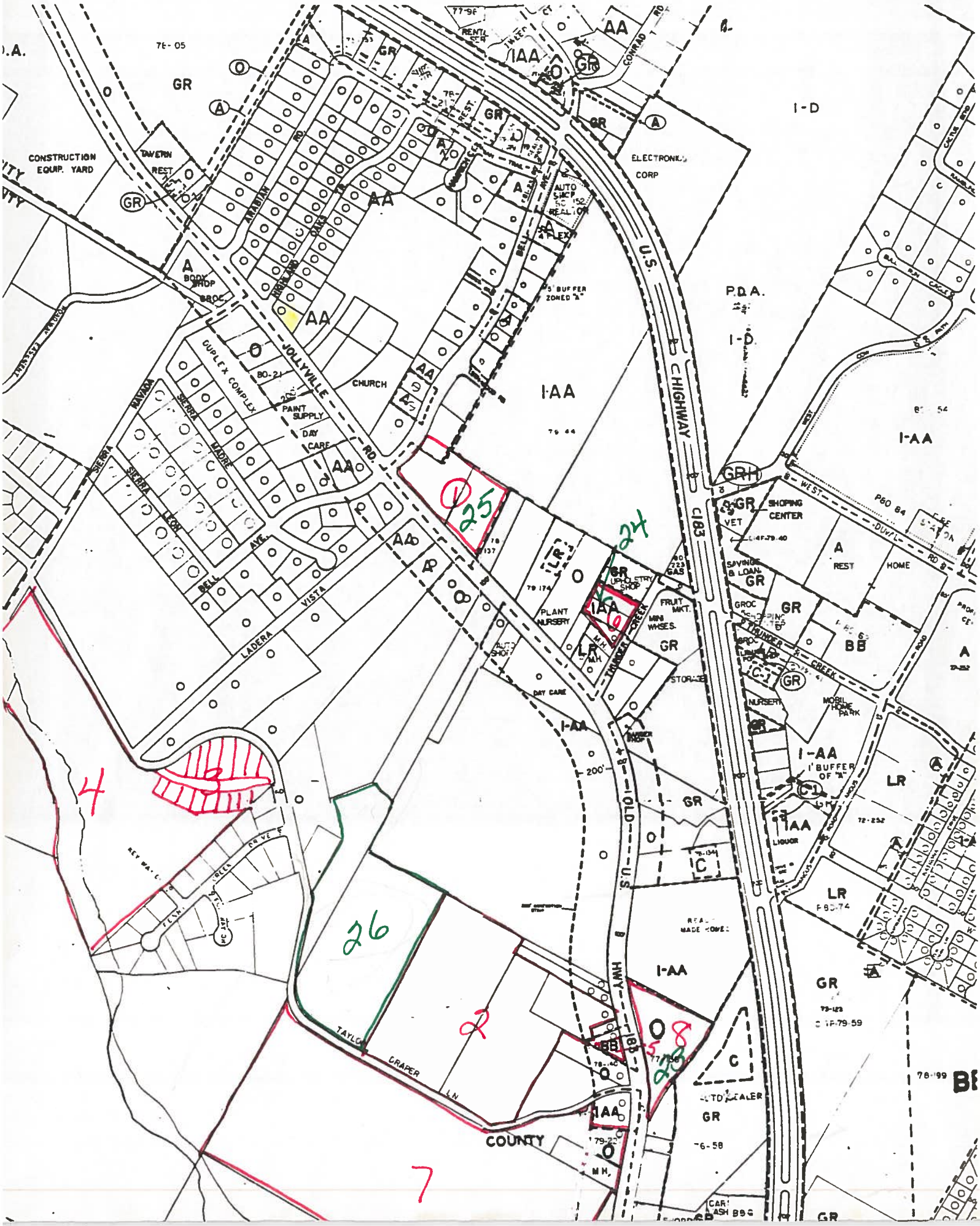
CITY MANAGER

Nicholas M. Meiszer

Prepared May 1979

AREA STUDY
U.S. 183 & Jollyville Rd.

Prepared by City of Austin
Departments of Planning and
Urban Transportation



CONSTRUCTION EQUIP. YARD
TAVERN REST
GR
AA
IAA
I-D
ELECTRONICS CORP
AUTO SHOP
REALTOR
BODY SHOP
GROC
DUPLEX COMPLEX
JOLLYVILLE RD.
CHURCH
PAINT SUPPLY
DAY CARE
SIERRA NAVADA
SIERRA MADRE
SIERRA LEON
BELL AVE.
LADERA VISTA
U.S. HIGHWAY C183
P.D.A.
I-D
I-AA
SHOPING CENTER
VET
SAVINGS & LOAN
REST
HOME
UPHOLSTRY SHOP
PLANT NURSERY
FRUIT MKT.
MINI WHSES.
STORAGE
DAY CARE
THUNDER CREEK
NURSERY
MOBILE HOME PARK
1' BUFFER OF "A"
LIQUOR
LR
BB
C
OLD U.S. HWY 183
REAL MADE HOMES
TAYLOR DRAPER LN
COUNTY
AUTO DEALER
CAR WASH
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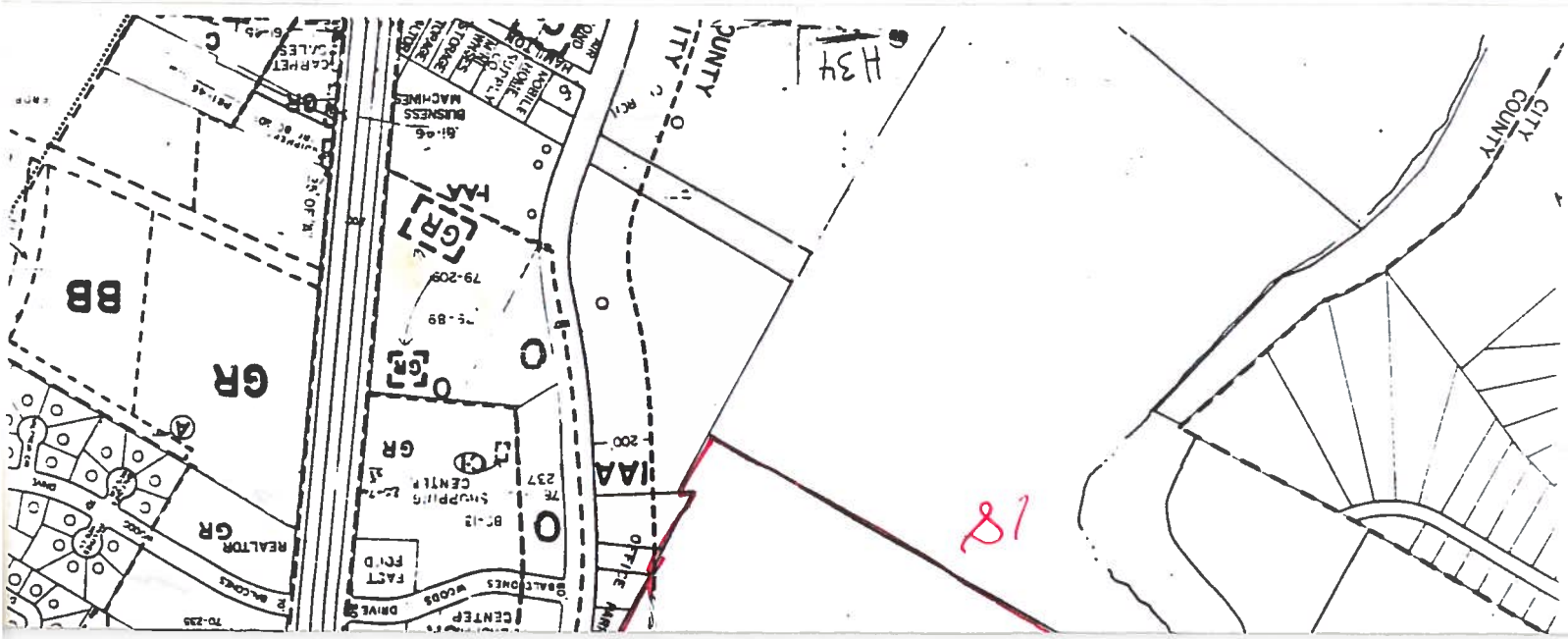

BB
GR
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COUNTY
81

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GENERAL LAND USE ISSUES

INTRODUCTION

I. INTRODUCTION

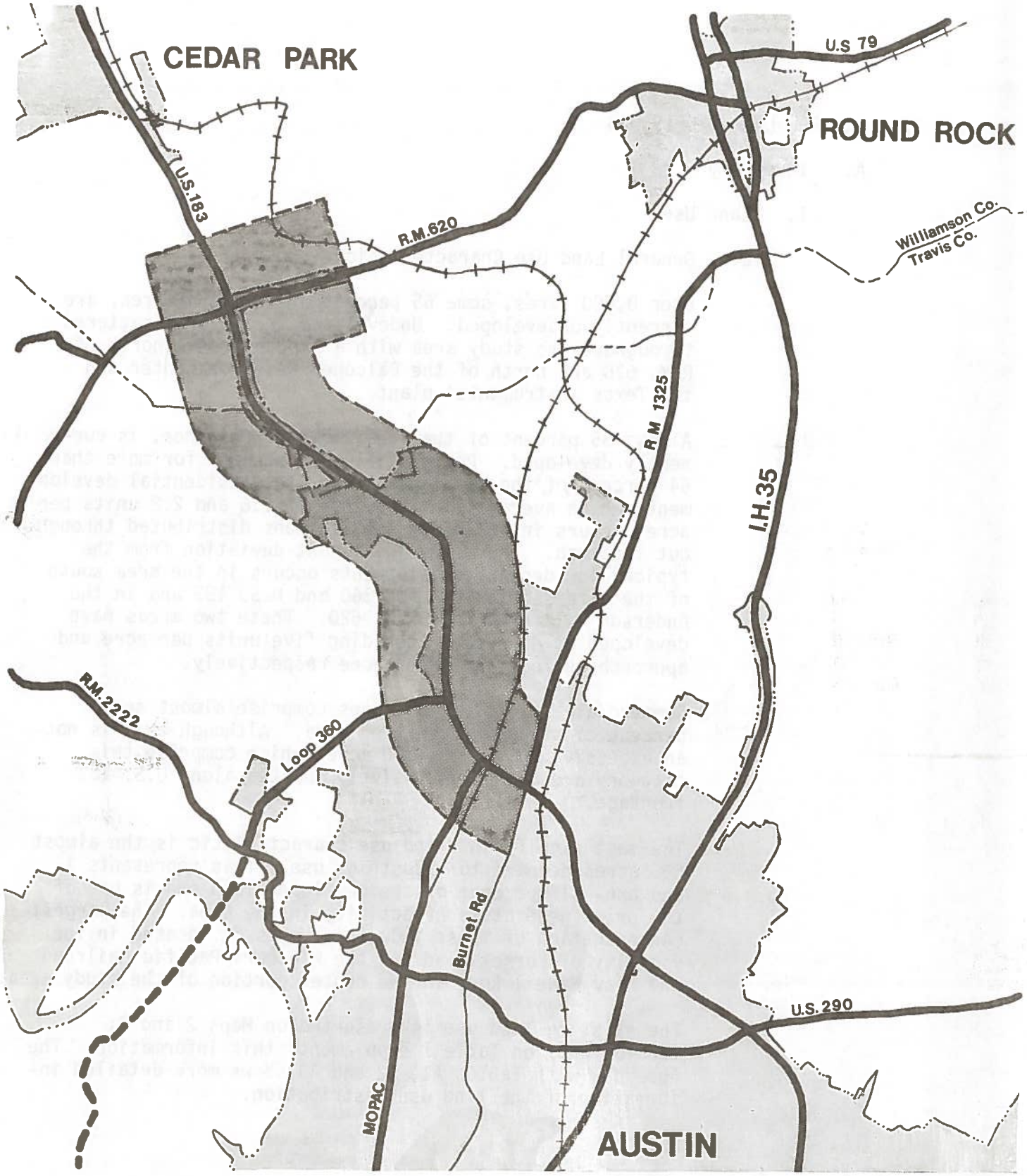
The Austin metropolitan area has experienced rapid growth and expansion during the last 25 years. An accelerated migration from rural to urban areas, and the unprecedented population growth during the 15 years following World War II, combined to produce extreme and irreversible population pressures on urban areas. The rapid increase of residential, commercial and industrial development in the last few years has caused a substantial increase in traffic volume along U.S. 183. Originally intended as a high speed arterial for through-traffic, it began serving the numerous abutting properties. Since it was not designed to serve both functions, a series of conflicts resulted. High speeds, numerous intersections and driveways compounded the situation and resulted in mounting traffic congestion, unsafe travel conditions and conflicting land uses. A 60 day zoning moratorium was issued by Council with instructions to the City staff to research the root of these problems and recommend policy guidelines for future development activity along this corridor. This report investigates the existing problems, discusses trends and projections, and their impact on the area. It is designed to provide a mechanism to establish a framework for sound planning and decision making.

A. Study Area Boundary

The U.S. 183 study area is approximately two miles wide and nine and one-half miles long, encompassing an area one mile north of R.M. 620 to Burnet Road. To facilitate the analysis, the study area was divided into 18 subareas. Map 1 locates the study area and its environs.

B. General Characteristics

The study area encompasses over 13,000 acres in the northwest fringe of the Austin urbanized area. U.S. 183 provides the primary access. In recent years this corridor has been one of the fastest growing residential, commercial and industrial areas in Austin. The terrain is generally a broad tree-covered plateau with slopes varying from two to 20 percent. Elevations range from less than 600 feet mean sea level near Loop 360 and Spicewood Springs Road to just about 1,000 feet west of the Anderson Mill area. Most of the study area is within the Big Walnut Creek and the rugged Bull Creek drainage basins. A small portion in the southern tip is located in the Shoal Creek and Little Walnut Creek basins. These basins are subwatersheds of the Colorado River. A portion of the area in the northern tip is located in the Lake Creek and Rattan Creek basins, which are subwatersheds of the Brazos River. The soils are predominantly shallow, well-drained stoney soils over limestone with rock outcroppings.



0 1 2 3 4

Scale in Miles

= City Limits

= Study Area

= County Line

= Railroad

N

MAP 1

LOCATION OF THE STUDY AREA

II. GENERAL LAND USE ISSUES

A. Inventory

1. Land Use

a. General Land Use Characteristics

Over 8,600 acres, some 65 percent of the total area, are currently undeveloped. Undeveloped tracts are scattered throughout the study area with a preponderance north of R.M. 620 and north of the Balcones Research Center and the Texas Instruments' plant.

Almost 35 percent of the area, some 4,600 acres, is currently developed. Residential uses account for more than 64 percent of the developed area. The residential development, which averages in the range of 1.6 and 2.2 units per acre, occurs in groups of subdivisions distributed throughout the area. The most significant deviation from the typical low density developments occurs in the area south of the intersection of Loop 360 and U.S. 183 and in the Anderson Mill area near R.M. 620. These two areas have developed at densities exceeding five units per acre and approaching four units per acre respectively.

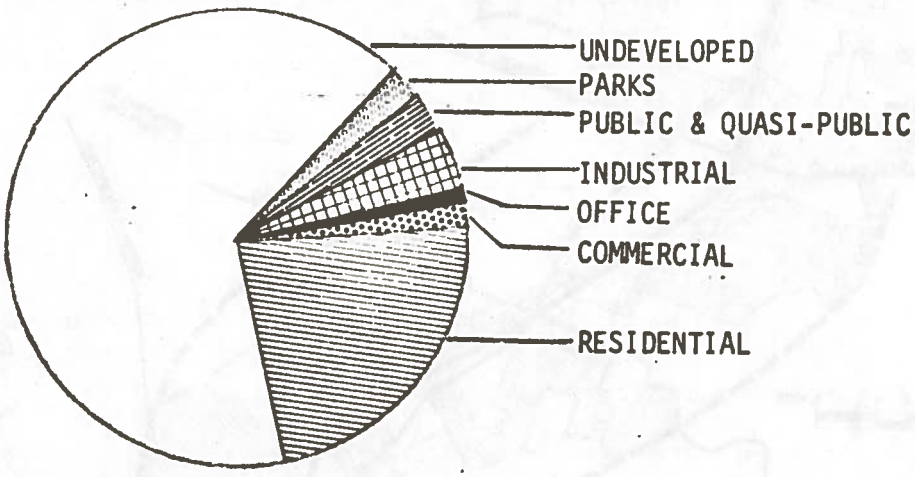
Commercial and office land uses comprise almost seven percent of the developed land area. Although this is not an excessive ratio, the 300 acres which comprise this category are almost exclusively located along U.S. 183 frontage.

The most significant land use characteristic is the almost 600 acres devoted to industrial use. This represents 12 and one-half percent of the developed land and is one of the prime generators of activity in the area. The largest concentration of these industrial uses is located in the vicinity of Burnet Road and the Missouri-Pacific Railroad and near McNeil Road in the center portion of the study area.

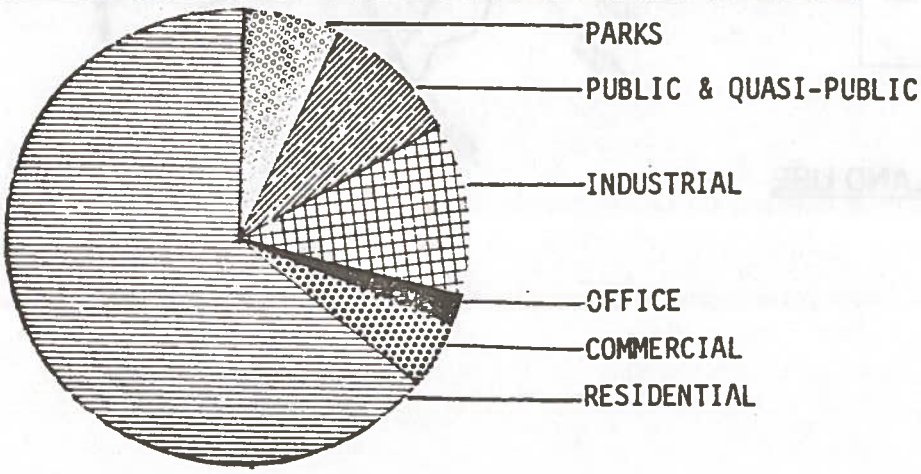
The existing land use is presented on Maps 2 and 3; tabular data on Table 1 supplements this information. The Appendix with Tables A1, A2 and A3 shows more detailed information of the land use distribution.

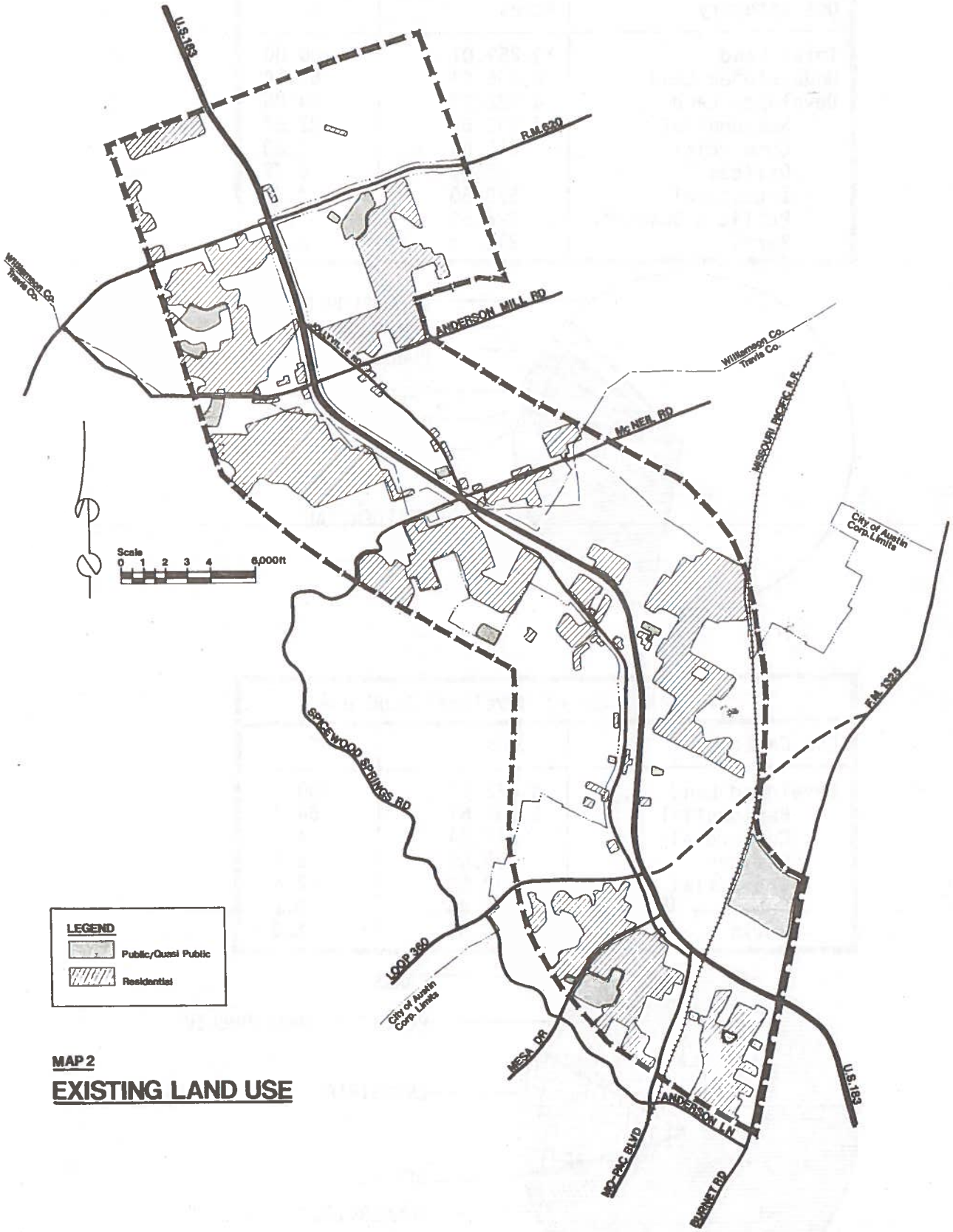
TABLE 1 - Land Use Distribution (Existing)

Distribution of total land use		
Use Category	Acres	%
Total Land	13,259.01	100.00
Undeveloped Land	8,636.44	65.14
Developed Land	4,622.57	34.86
Residential	2,992.67	22.57
Commercial	215.64	1.63
Offices	95.69	0.72
Industrial	578.60	4.35
Public & Quasi-P.	426.65	3.22
Parks	313.32	2.37



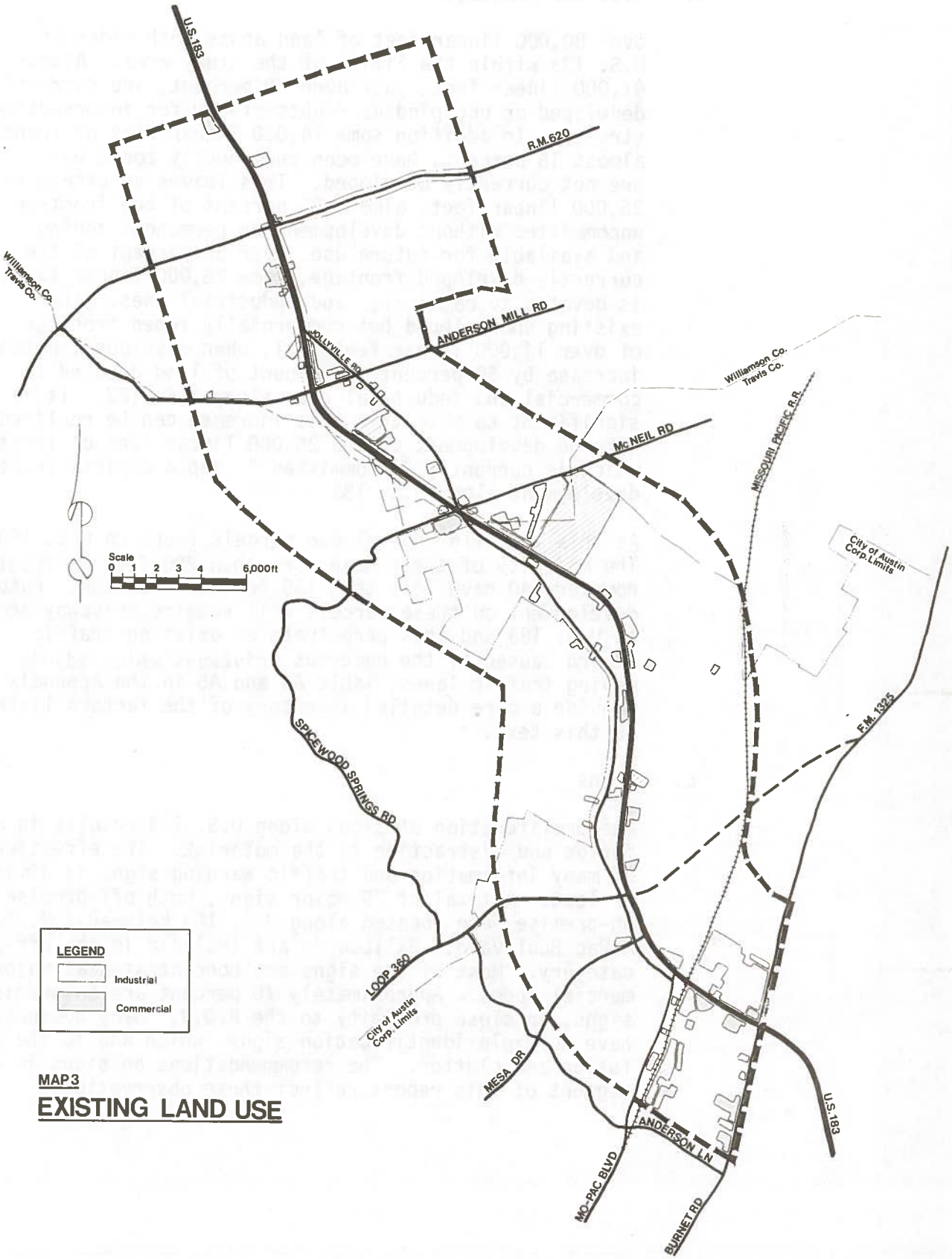
Distribution of developed land use		
Use Category	Acres	%
Developed Land	4,622.57	100.0
Residential	2,992.67	64.7
Commercial	215.64	4.7
Offices	95.69	2.1
Industrial	578.60	12.5
Public & Quasi-P.	426.65	9.2
Parks	313.32	6.8





MAP 2

EXISTING LAND USE



MAP 3

EXISTING LAND USE

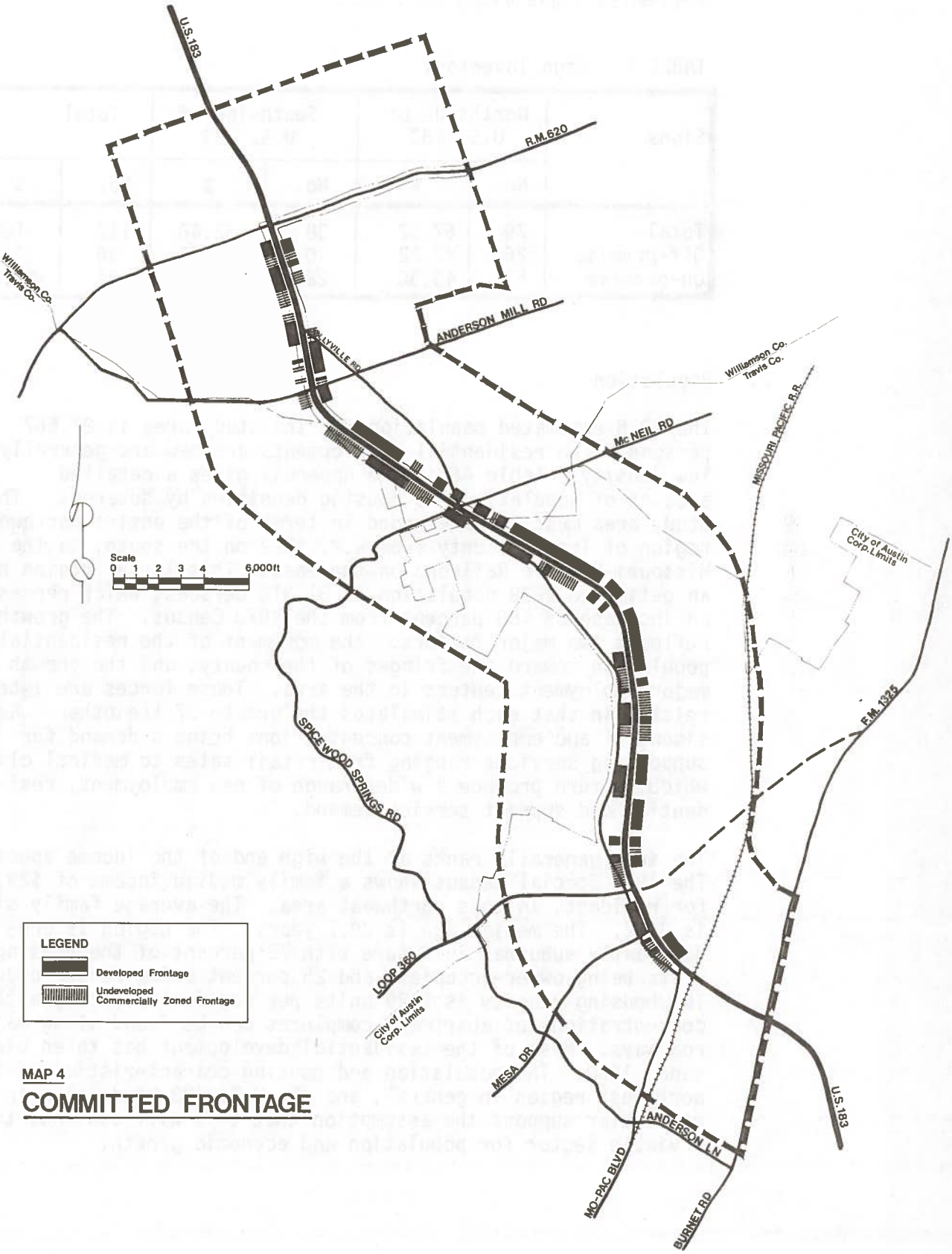
b. U.S. 183 Frontage

Over 80,000 linear feet of land abuts both sides of U.S. 183 within the limits of the study area. Almost 41,000 linear feet, just over 50 percent, are currently developed or occupied as rights-of-way for intersecting streets. In addition some 14,000 linear feet of frontage, almost 18 percent, have been permanently zoned but are not currently developed. This leaves an excess of 25,000 linear feet, almost 32 percent of the frontage, uncommitted without development or permanent zoning and available for future use. Over 80 percent of the currently developed frontage, some 28,000 linear feet, is devoted to commercial and industrial uses. The existing undeveloped but commercially zoned frontage of over 14,000 linear feet will, when developed, potentially increase by 50 percent the amount of land devoted to commercial and industrial uses along U.S. 183. It is significant to note that this increase can be realized with no development on the 25,000 linear feet of frontage which is currently "uncommitted." Map 4 depicts frontage development along U.S. 183.

At this time 116 undeveloped parcels front on U.S. 183. The majority of these have more than 200 feet of frontage, however, 40 have less than 150 feet of frontage. Future development on these parcels will require driveway access to U.S. 183 and thus perpetuate an existing traffic hazard caused by the numerous driveways which adjoin moving traffic lanes. Table A4 and A5 in the Appendix provide a more detailed inventory of the factors listed in this text.

c. Signs

The proliferation of signs along U.S. 183 results in confusion and distraction to the motorist. The effectiveness of many information and traffic warning signs is diminished or lost. A total of 79 major signs, both off-premise and on-premise, are located along U.S. 183 between R.M. 620 and MoPac Boulevard. Billboards are included in the off-premise category. Most of the signs are concentrated at major commercial nodes. Approximately 70 percent are on-premise signs, in close proximity to the R.O.W. Many businesses have multiple identification signs, which add to the confusion and clutter. The recommendations on signs in a later segment of this report reflect these observations.



MAP 4

COMMITTED FRONTAGE

Table 2 shows the number and percent of off-premise and on-premise signs along U.S. 183.

TABLE 2: Sign Inventory

Signs	Northside of U.S. 183		Southside of U.S. 183		Total	
	No.	%	No.	%	No.	%
Total	79	67.52	38	32.48	117	100
Off-premise	26	22.22	10	8.55	36	30.77
On-premise	53	45.30	28	23.93	81	69.23

2. Population

The 1978 estimated population for the study area is 27,667 persons. The residential developments are new and generally low density. Table A6 in the Appendix gives a detailed account of population and housing densities by subareas. The study area must be understood in terms of the entire northwest region of Travis County from R.M. 2222 on the south, to the Missouri-Pacific Railroad on the east. This larger region has an estimated 1978 population of 31,318 persons, which represents an increase of 188 percent from the 1970 Census. The growth reflects two major factors: the movement of the residential population toward the fringes of the county; and the growth of major employment centers in the area. These forces are interrelated in that each stimulates the growth of the other. Residential and employment concentrations bring a demand for supporting services ranging from retail sales to medical clinics, which in turn produce a wider range of new employment, residential and support service demand.

The area generally ranks at the high end of the income spectrum. The 1976 Special Census shows a family median income of $23,333 for residents in this northwest area. The average family size is 3.32. The median age is 29.7 years. The region is predominantly suburban in nature with 75 percent of the housing units being owner-occupied, and 25 percent being renter occupied. The housing density is 2.89 units per residential acre, although concentrations of apartment complexes can be found along major roadways. Most of the residential development has taken place since 1960. The population and housing characteristics of the northwest region in general, and the U.S. 183 study area in particular support the assumption that this will continue to be a viable sector for population and economic growth.

3. Utilities

Availability of water and wastewater systems has a strong influence on growth. The City of Austin supplies both services to much of the study area. Most utility lines have been sized for much larger capacities than they are currently serving and the potential exists to expand utility connections to new areas.

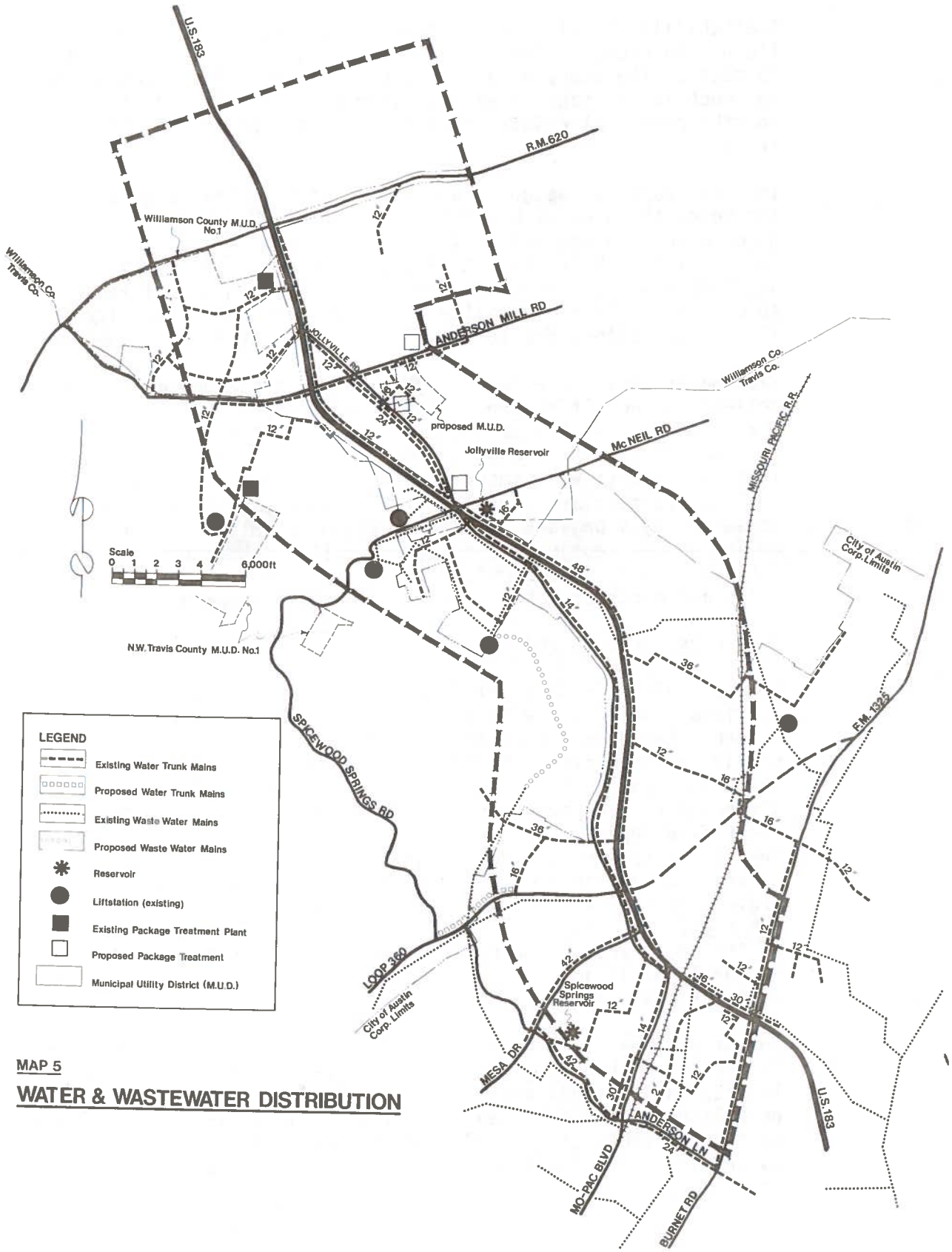
The City supplies water to a major portion of the study area, including the area within Williamson County M.U.D. #1. Water trunk mains, in general, follow U.S. 183 and Old Jollyville Road from Mesa Drive to R.M. 620 with feeder mains to adjacent subdivisions. Spicewood Springs Reservoir with a capacity of 10 million gallons and Jollyville Reservoir with a capacity of 11 million gallons are located in the study area.

Wastewater services extend to portions of the study area. Major collection facilities are illustrated on Map 5. Effluent is channelled by the Big Walnut Creek and by the Bull Creek interceptor via the Crosstown Tunnel to the Walnut Creek Treatment Plant. Williamson County M.U.D. #1, serves the Anderson Mill Subdivision area, while the Spicewood at Balcones Subdivision is served by a private package treatment plant. Other areas are on individual septic tank systems. Bull Creek lateral "A" has the potential to provide services to most of the area north of Great Hills and north of McNeil Road within the study area.

4. Community Services and Facilities

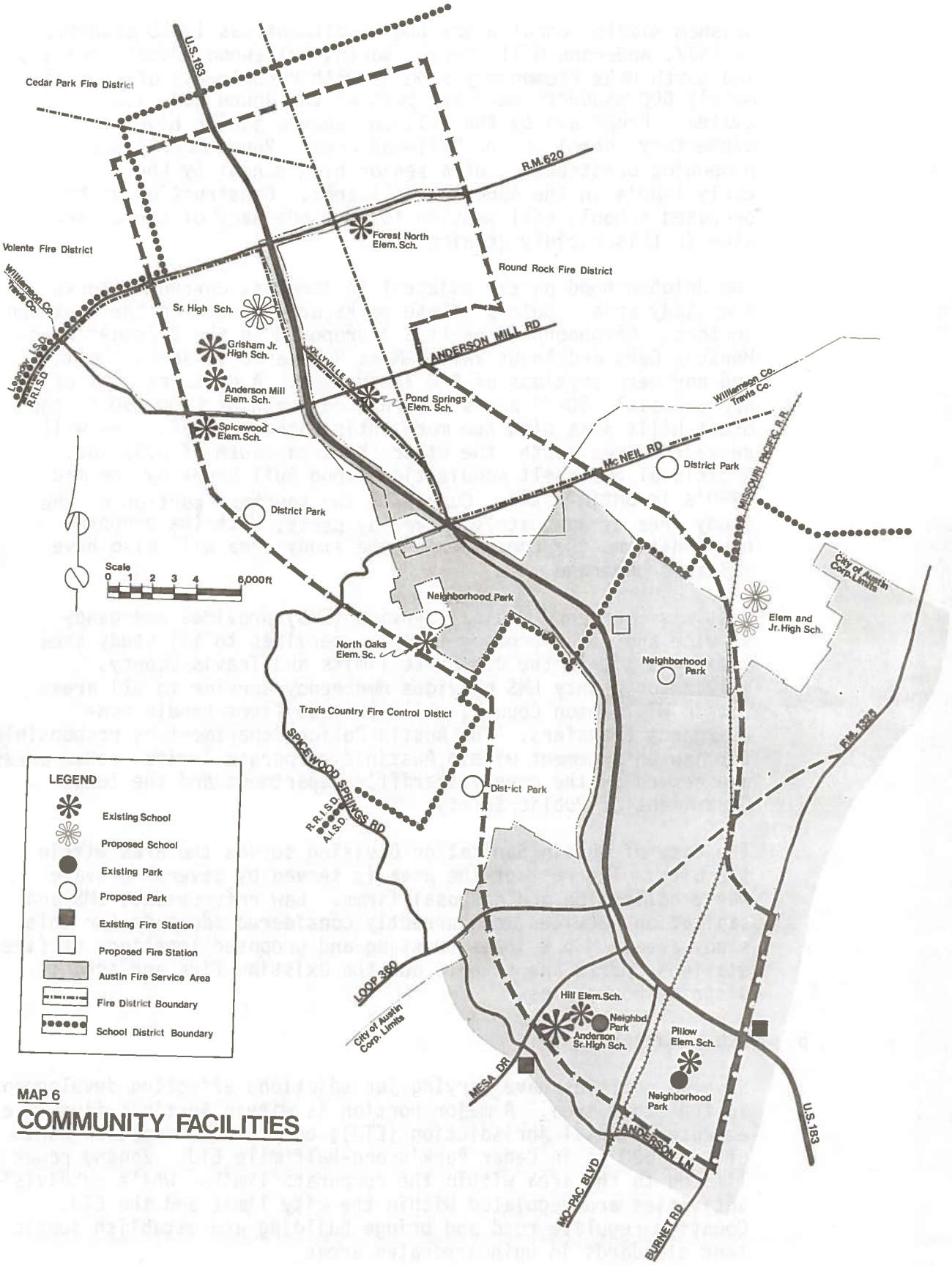
Good schools, fire and police protection, and proximity to recreational facilities will tend to stimulate and attract growth. Rapid increases in development, however, can severely strain the capacity of these services. Fire protection in the study area is currently the shared responsibility of five different fire departments with some overlapping jurisdictions. These fire departments are the City of Austin Fire Department, Travis County Fire Control District, Round Rock, Volente and Cedar Park Volunteer Fire Departments. The City provides fire protection to areas within Austin's corporate limits. Two municipal fire stations are located in the southern portion of the study area. The proposed northwest fire station on W. Duval should improve fire protection in the northern sectors of the study area.

The study area is predominantly within the Austin and Round Rock Independent School Districts. There are currently nine facilities located in the study area. Anderson Senior High with a 1977 enrollment of 2,384 students, Hill and Pillow Elementary Schools with enrollments of 540-560 students are part of the A.I.S.D. system in the southern sections of the study area.



MAP 5

WATER & WASTEWATER DISTRIBUTION



MAP 6

COMMUNITY FACILITIES

Grisham Middle School where the enrollment was 1,200 students in 1977, Anderson Mill, Forest North, Spicewood, Ponds Springs, and North Oaks Elementary schools with enrollments of approximately 600 students each are part of the Round Rock I.S.D. system. Proposals by the A.I.S.D. show a junior high and elementary school in the Millwood area. Round Rock I.S.D. is proposing construction of a senior high school by the early 1980's in the Anderson Mill area. Construction of the proposed schools will provide for the adequacy of school service in this rapidly growing area.

Two neighborhood parks, adjacent to schools, currently serve the study area. Both of these parks are located in the southern sectors. Neighborhood parks are proposed in the Balcones Oaks-Hunters Oaks and Angus Valley-Mesa Park area to serve the mid and northern portions of the study area. A district park of approximately 50-75 acres is proposed north of Loop 360 in the Great Hills area with two more anticipated by 1984. One will serve the area north, the other the area south of U.S. 183. Additional greenbelt acquisition along Bull Creek by the mid 1980's is anticipated. Currently the southern portion of the study area is adequately served by parks. With the proposed new additions the remainder of the study area will also have suitable coverage.

Austin's Emergency Medical Service (EMS) provides emergency service and non-emergency transfer services to all study area locations within the corporate limits and Travis County. Williamson County EMS provides emergency service to all areas within Williamson County, while private firms handle non-emergency transfers. The Austin Police Department is responsible for law enforcement within Austin's corporate limits, other areas are served by the county sheriff's department and the Texas Department of Public Safety.

The City of Austin Sanitation Division serves the area within the City. The rest of the area is served by several private waste collection and disposal firms. Law enforcement, EMS and sanitation services are currently considered adequate for this study area. Map 6 shows existing and proposed locations of fire stations, parks and schools and the existing fire and school district boundaries.

5. Other Factors

Several entities have varying jurisdictions affecting development in the study area. A major portion is within Austin's five mile extraterritorial jurisdiction (ETJ); only a small portion north of R.M. 620 is in Cedar Park's one-half mile ETJ. Zoning power is limited to the area within the corporate limits, while subdivision activities are regulated within the city limit and the ETJ. Counties regulate road and bridge building and establish septic tank standards in unincorporated areas.

Two Municipal Utilities Districts (M.U.D.) are currently located in the study area and a proposal for a third M.U.D. is under consideration. Williamson County M.U.D. #1 serves the Anderson Mill area and N.W. Travis County M.U.D. #1 serves the Balcones Hills-Northview Hills Subdivisions. Forest North and Jollyville Estates will be served by the proposed M.U.D. A city has specific statutory rights regarding the creation of a M.U.D. within its ETJ and may review its appropriateness as related to the city's future development. If a city decides to annex a M.U.D it assumes the assests and liabilities. A state statute passed in 1977 requires that cities annex the total M.U.D. and not just a portion. Three school jurisdictions are within the study area; the Austin I.S.D., the Round Rock I.S.D., and the Leander I.S.D. The Robinson tract, a major landholding to the east of the study area, imposes constraints to development, due to its size, nature and location. The boundaries of this tract of land along with the jurisdictional boundaries are shown on Map 7.

B. Trends, Analysis and Projections

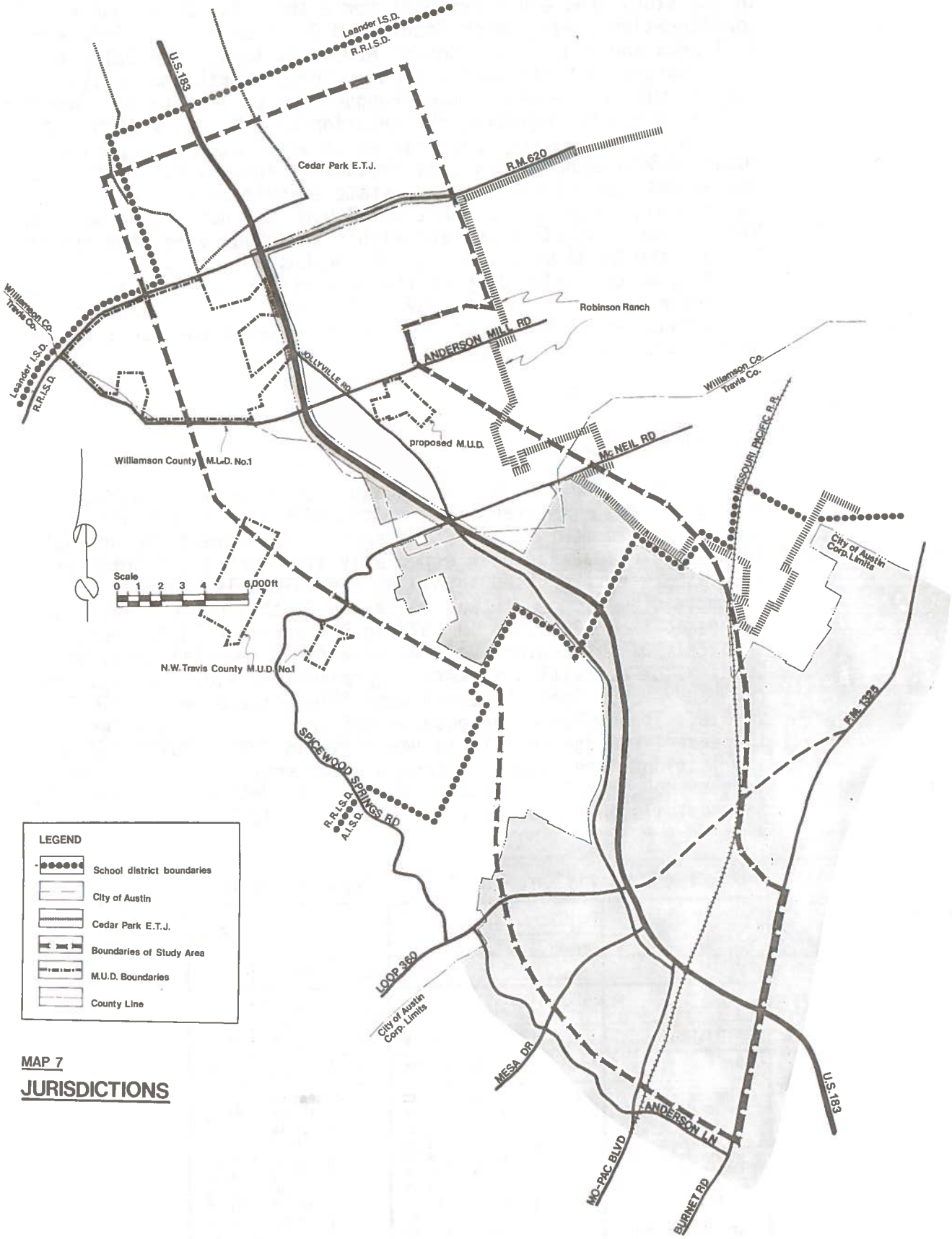
1. General Activity

The vigorous subdivision, zoning and special permit activity during the last few years is a major indication of the intense rate of development in the study area. The increase in activity from 1977 to 1978 has been especially significant. A total of 175 cases were processed involving approximately 2,490 acres. The most dramatic growth was reflected in the zoning load, which increased from 132 acres in 1977 to 524 acres in 1978. More than half of the zoning requests were for commercial developments. Subdivision activities affected approximately 1,600 acres in the two year span. Special permit activities stayed relatively stable. The number of proposed multi-family units, however, increased from 354 in 1977 to 946 units in 1978. Multi-family applications were primarily concentrated south of Loop 360 and west of MoPac Boulevard and in the Sonesta West Subdivision. For more details on these activities, refer to Table 3.

TABLE 3 - Subdivision, P.U.D., Zoning and Special Permit Activity

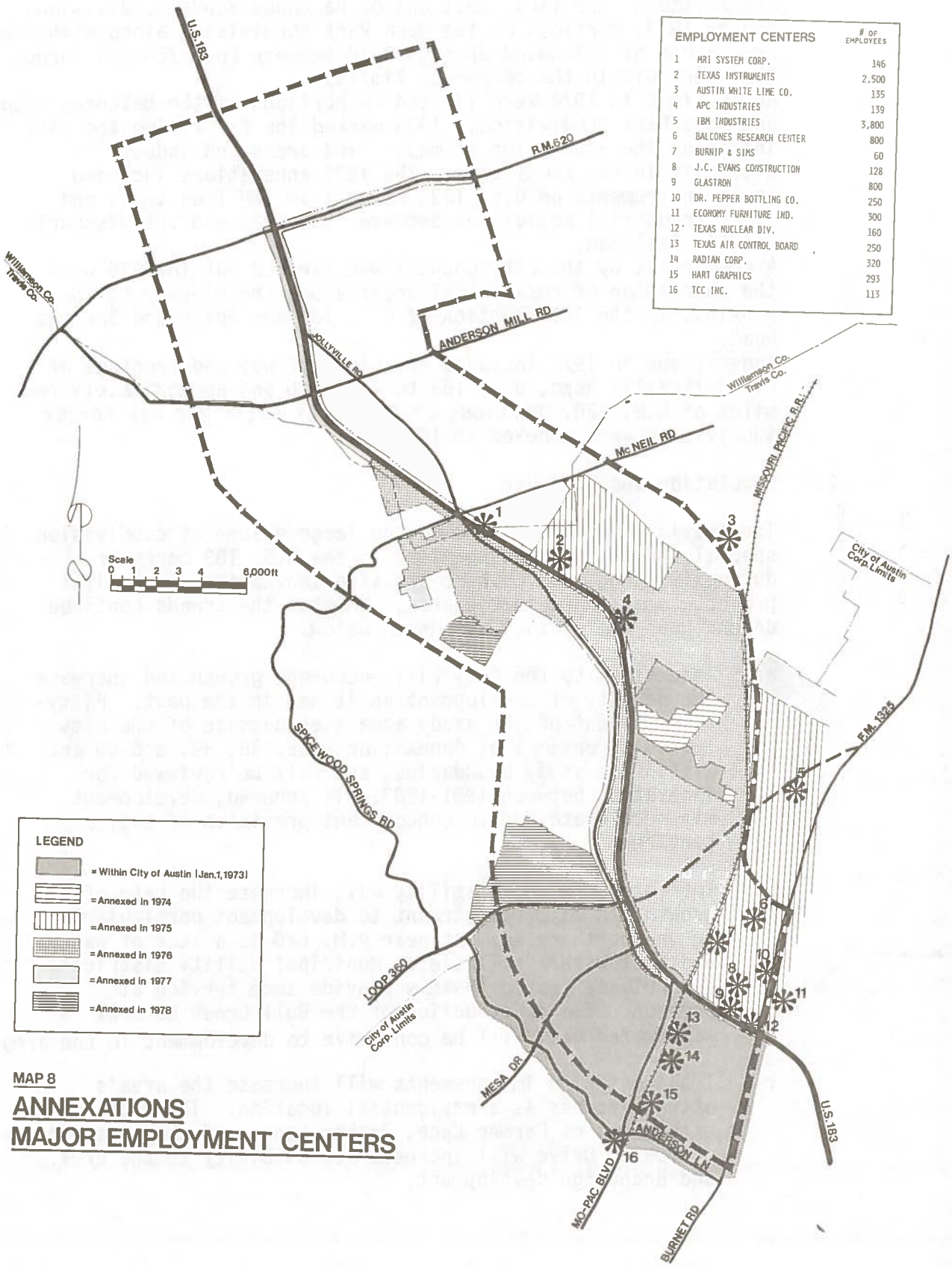
Types of Activity	1977			1978		
	Number of Cases	acres	%	Number of Cases	acres	%
All Activities	82	1071.62	100	93	1416.91	100
Subdivisions*	27	881.77	82.28	24	803.92	56.74
P.U.D.'s	3	22.10	2.06	4	30.34	2.14
Zoning	47	131.80	12.30	54	524.19	37.00
Residential Total		31.04	23.55		121.81	23.24
A & AA		26.38	20.02		106.29	20.28
BB & B		4.66	3.53		15.52	2.96
Office Total		11.26	8.54		133.98	25.56
Commercial Total		68.59	52.05		254.59	48.57
LR		3.68	2.79		2.38	0.45
GR		61.59	46.73		215.28	41.07
C, C-1 & C-2		3.32	2.53		36.93	7.05
Industrial Total		20.91	15.86		13.81	2.63
Special Permits	5	35.95	3.36	11	58.46	4.12
Multi-Family	2	26.78	74.49	8	56.44	96.54
# of M. F. Units	354 units			946 units		

*Only long form subdivisions considered



MAP 7

JURISDICTIONS



MAP 8

ANNEXATIONS
MAJOR EMPLOYMENT CENTERS

Annexation activity along U.S. 183 began in 1970 with the annexation of the first sections of Balcones Woods Subdivision, and by 1973, portions of the Mesa Park Subdivision along with the area north of Spicewood Springs Road between Loop 360 and Burnet Road were within the corporate limits.
Annexations in 1974 were limited to portions of the Balcones Woods and Mesa Park Subdivision. 1975 marked the first time the city initiated the annexation of major land areas and industrial sites within the study area. The 1975 annexations included Texas Instruments on U.S. 183, as well as IBM Industries and other industrial activities between F.M. 1325 and the Missouri-Pacific Railroad.
A commitment by the City Council was carried out in 1976 with the annexation of residential areas along the highway to approximately the intersection of U.S. 183 and Spicewood Springs Road.
Annexations in 1977 included the right-of-way and frontage of Old Jollyville Road, U.S. 183 to R.M. 620 and approximately two miles of R.M. 620. Portions of the Great Hills and Oak Forest Subdivision were annexed in 1978.

2. Population and Land Use

The previous section discussed the large volume of subdivision, special permit, and zoning cases in the U.S. 183 corridor during 1977 and 1978. There are also annexation and capital project commitments in the area. Whether the trends continue depend upon the factors discussed below.

a. Annexation to the City will encourage growth and increase the density of development as it has in the past. Fifty-five percent of the study area lies outside of the city limits. Portions of Annexation Areas 38, 39, and 40 are within the study boundaries, and will be reviewed for annexation between 1981-1983. If annexed, development may accelerate due to concomitant provision of city services.

b. Infrastructure availability will increase the rate of growth. A major constraint to development particularly in the northern segment near R.M. 620 is a lack of water and wastewater facilities. Municipal Utility Districts and private septic systems provide some service at present. The construction of the Bull Creek Lateral "A" wastewater main will be conducive to development in the area.

c. Transportation improvements will increase the area's attractiveness as a residential location. The proposed extensions of Parmer Lane, Braker Lane, and the construction of McNeil Drive will increase accessibility to the area and encourage development.

d. Employment in Austin will increase and the northwest sector will continue to attract major employers. Employment centers in the area, and possible expansion of existing ones will encourage population growth assuming that people tend to minimize their travel distance from home to work.

e. Round Rock, Cedar Park, Leander, and Georgetown areas will continue to attract population. Population and economic growth in the southern Williamson County communities of Round Rock, Georgetown, Brushy Creek, Cedar Park, and Leander will have an impact on the U.S. 183 Corridor. Persons living in these communities use U.S. 183 as both a destination to their places of employment or shopping, and as a through route to employment and shopping further south. To a lesser extent people who live in the areas adjacent to U.S. 183 travel north to employment centers in the Round Rock area.

f. Desirable school districts will attract residential development. Past trends indicate that people consider a good school system a high priority in choosing where they will reside.

g. Severe topography to the south of the corridor will inhibit development or restrict it to low density residential. Land with slopes under 5 percent is commonly preferred for commercial and industrial use. Residential construction is usually acceptable with slopes up to 15 percent. If the slope is between 15 and 30 percent, construction is possible, but it requires supplemental engineering and design for most structures making it extremely expensive. In addition, development activities on slopes greater than 15 percent may cause erosion, flooding or water pollution, and result in unsightly scarring of hillsides.

h. A large portion of the study area falls within Priority Area IV of the Comprehensive Plan. Although Priortiy Area IV is not recommended as a high priority area for development, the area is experiencing rapid development. The principles guiding development in Area IV, outlined in Chapter IV of the Comprehensive Plan, should be adhered to in order to assure orderly, regulated growth.

i. The number of households will increase, however, the average household size will continue to decrease slightly as past trends indicate. The changes in the household size distribution in Austin between 1970 and 1976 show the increase in one-person households from 17.8 to 26.9 percent of all households, and the decrease in percentage of households with five or more persons, from 16.6 to 10.6 percent.

The commitments in the area, and the factors that will affect future development outlined above indicate that the population will continue to increase.

The 1985 projected population for the study area is 49,544 persons, an increase of 79 percent from 1978. The overall population density in 1985 for the area is expected to be 3.73 persons per gross acre. Higher population densities are anticipated in two areas. The area south of Loop 360 will have an approximate population density of 6.36 persons per gross acre; and the Anderson Mill Subdivision 10.72. The Williamson County Municipal Utility District contributed to the rapid and dense development in Anderson Mill by providing water and wastewater service to the area. The population forecast for the study area in 1995 is 79,623 persons. This is a 61 percent increase during the ten year period from 1985 to 1995. The 1995 population density for the study area will reflect the typical Austin density of 6.0 persons per gross acre. Existing growth trends are also anticipated to continue in the southern Williamson County communities adjacent to the U.S. 183 corridor. Table 4 below gives the existing and projected population for these communities.

TABLE 4 - Existing and Projected Population for Adjacent Communities

Communities	1978	1985	1995
Round Rock	10,000	28,700	48,000
Georgetown	9,000	13,500	21,000
Cedar Park	1,335	1,982	2,907
Brushy Creek	1,600	7,600	19,000
Leander	566	719	845

Source: Estimates and projections made by local governments of above communities, Census Statistical Areas Committee, CAPCO (North Sector Study), and City of Austin Planning Department.

In order to gain a perspective of the current land use distribution in the study area, a comparison is made to the City land use distribution in Table 5.

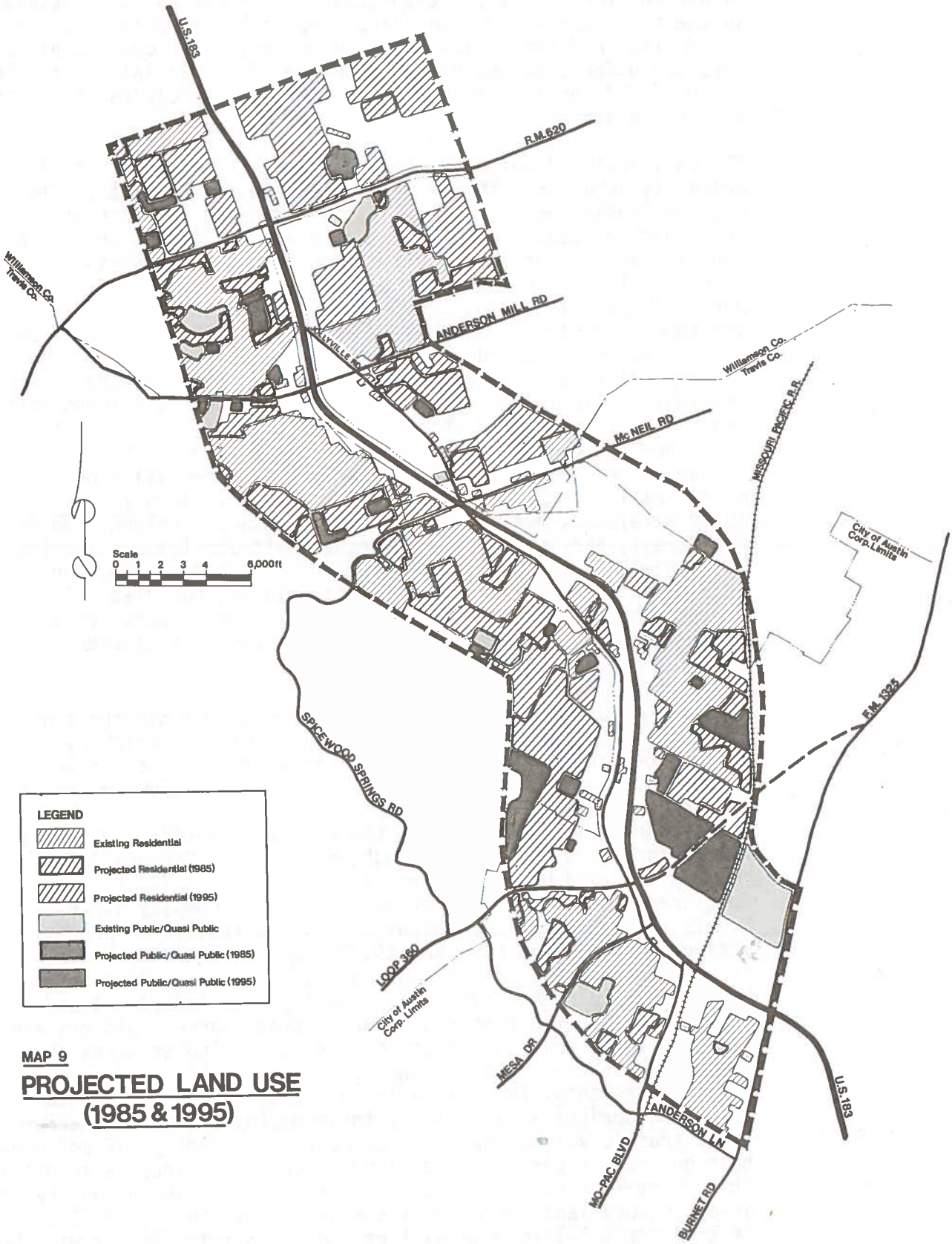
TABLE 5 - 1978 Land Use Distribution (Study Area and City)

Land Use	Study Area Percent Distribution of Developed Acres	City Percent Distribution of Developed Acres
Developed	34.86	60.85
Residential	64.74	57.59
Commercial	6.73	6.70
Industrial	12.75	4.80
Public & Quasi-P.	15.78	30.91

Thirty-five percent of the study area is developed as compared to 61 percent for the city. Even though it is not as fully developed as the city, the study area already has a higher proportion of residential and industrial uses. A comparison of commercial land uses may understate the high percentage of commercial acreage in the U.S. 183 corridor because the city figure includes the central business district.

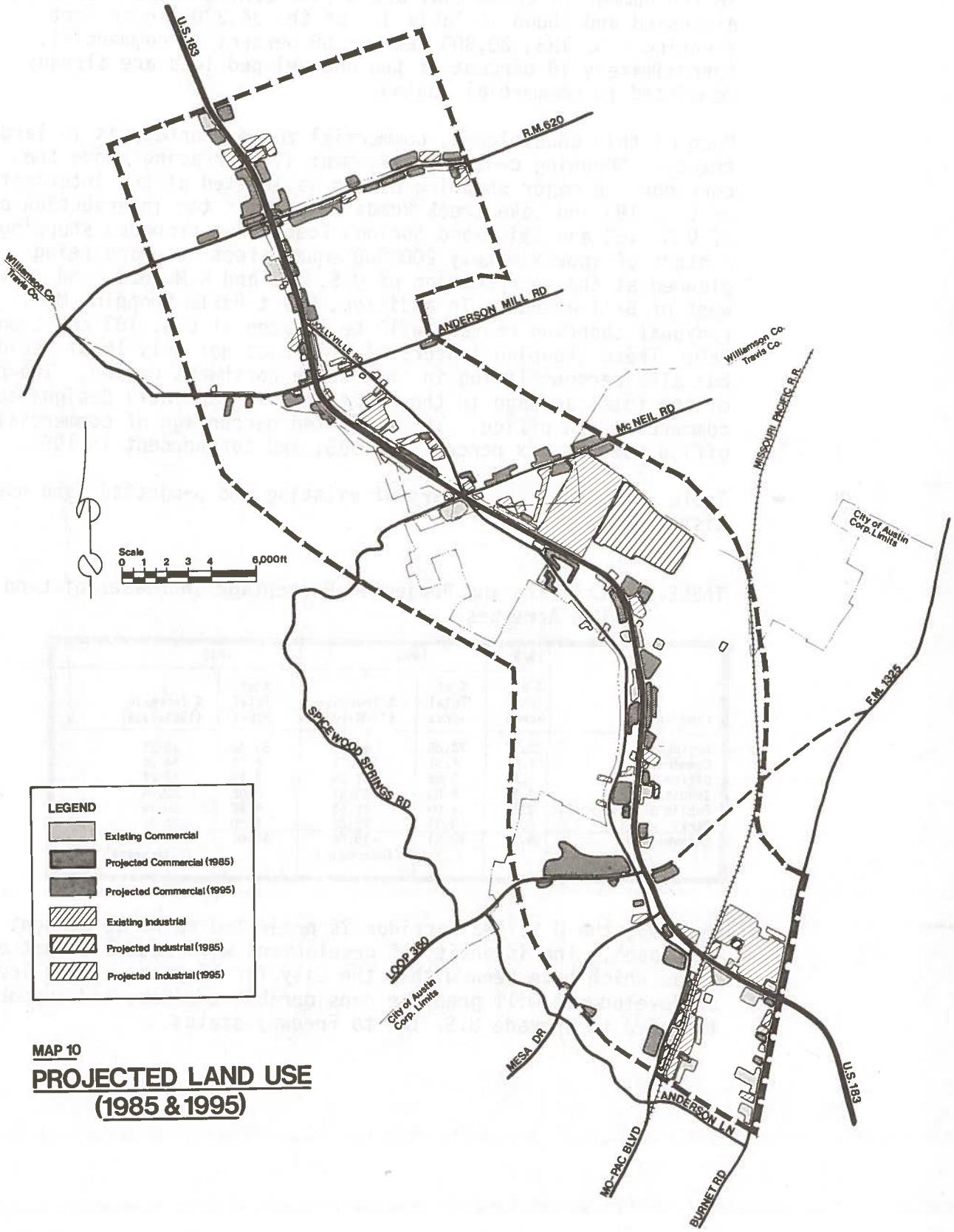
The residential development that is currently taking place is primarily suburban with low density single-family units. The average housing density of the study area is 3.06 units per developed residential acre. The city average is 4.6 units. A substantial part of the subdivision development consists of large tracts of land such as: Anderson Mill, Balcones Village, Forest North, Angus Valley, and The Great Hills. Higher densities are concentrated in the southern sectors, south of Loop 360 and west of MoPac Boulevard, and in the Anderson Mill area. The Anderson Mill subdivision, near the R.M.620 and U.S. 183 intersection, is unique in that it became 70 percent developed within two years after development began with a housing density of 3.71 units per residential acre. By 1995 it is expected to be 95 percent developed, with significantly higher densities due to multi-family units. Other residential subdivisions likely to be fully developed, but with lower densities are: Balcones Woods, Oak Forest, Barrington Oaks, Balcones Oaks and The Great Hills. This growth in residential development will not only burden the corridor with an increase in traffic volumes, but also will create a demand for retail establishments and support services such as banks, gas stations, medical offices, dry cleaners, beauty shops.

Fourteen major employment centers are located within the study area with four additional centers located at the periphery. Map 8 shows the general location of these employment centers along with the number of employees. A steadily growing industrial sector consisting of principally electronics and high-technology manufacturing is developing in the northwest Austin and southern Williamson County area. Westinghouse Electric Corporation, B.J. Hughes, Inc.,and McNeil Laboratories are located in the Round Rock area. Also in that area Gardner-Denver Company and Reliance Electric Corporation have plans for future facilities approximating 70,000 square feet and 20,000 square feet respectively. The southern sector of the study area, east of the Missouri-Pacific Railroad has developed primarily with industrial and scientific research centers. Some of these large employers are: Glastron Boat Company, Radian Corporation, Balcones Research Center and International Business Machines at the periphery. Texas Instruments, Inc., is a large employer on U.S. 183 near Spicewood Springs Road. All of these employment centers generate large traffic volumes during peak hours. Currently, 12 and one-half percent of the developed land in the study area is industrial. This represents four percent in industrial use for the entire study area. Future land use projections anticipate that in 1985 six percent of the total acreage will be industrial; in 1995 it will be seven percent.



MAP 9

PROJECTED LAND USE (1985 & 1995)



MAP 10

PROJECTED LAND USE (1985 & 1995)

Commercial development is active as evidenced by the increase in the number of commercial and office zoning cases previously discussed and shown in Table 3. Of the 34,330 linear feet fronting U.S. 183, 20,300 feet or 59 percent is commercial. Approximately 18 percent of the undeveloped lots are already committed to commercial zoning.

Much of this undeveloped, commercial zoned frontage is in large tracts. Shopping center development is increasing along the corridor. A major shopping center is located at the intersection of U.S. 183 and Lake Creek Road; another at the intersection of of U.S. 183 and Spicewood Springs Road. Two proposed shopping centers of approximately 200,000 square feet each are being planned at the intersection of U.S. 183 and R.M. 620, and just west of Bell Avenue. In addition, Great Hills Shopping Mall, a regional shopping center, will be located at U.S. 183 and Loop 360. These shopping centers will attract not only local residents, but also persons living in the entire northwest region. Two percent of the total acreage in the study area is currently designated commercial and office. The projected percentage of commercial and office uses is six percent in 1985; and ten percent in 1995.

Table 6 provides a summary of existing and projected land use distribution.

TABLE 6 - Existing and Projected Percentage Increases of Land Use Acreages

	1978	1985		1995	
Land Use	% of Total Acres	% of Total Acres	% Increase (1978-1985)	% of Total Acres	% Increase (1985-1995)
Residential	22.57	38.06	68.63	53.38	40.25
Commercial	1.63	4.31	164.77	6.73	56.34
Office	.72	1.88	161.24	3.19	69.27
Industrial	4.35	5.83	33.57	7.02	20.44
Public & Quasi-Public	3.22	4.04	25.53	6.48	60.44
Parks	2.37	3.37	42.82	4.20	24.36
Undeveloped	65.14	42.51	-35.00 (%decrease)	19.00	-.55 (% decrease)

By 1995, the U.S. 183 Corridor is projected to be 80 percent developed. The intensity of development will resemble that of areas which have been within the city for 15 years. This level of development will generate considerable traffic, and supports the need to upgrade U.S. 183 to Freeway status.

3. Commercial Uses - Supply vs. Demand

Estimates of the current and future demand for retail goods and services in the study area were made in an effort to subsequently estimate the supply of land required to satisfy this demand. The objective was to interpret this estimated supply as an appropriate amount of land which should be zoned for retail and service uses. This approach, however, suffers several shortcomings, particularly in its application to the U.S. 183 study corridor.

Current estimates and future projections of local retail and service acreage were generated using several different standard methodologies, each employing a different combination of input variables, e.g., population, travel distances, site size, family income and buying power. The results of the analysis of market support for retail and services uses varied widely depending upon the methods, standards, assumptions, trade area and data sources used in the estimation. It should be noted that professional market consultants usually analyze market support for very specific retail and service stores, and maintain that market estimations for aggregate retail and service facility support are not satisfactory.

The problems of this approach are best illustrated by some of the results of the analysis. The calculations for local retail and service acreage currently supportable by the study area ranged from 26 acres to 83 acres. Recent surveys, however, indicate a total of 216 acres of retail and service uses presently in the study corridor.

The demand estimates, variable as they may be, indicate that the study corridor is providing retail and service facilities to a much larger trade area than the study corridor. Review of recent traffic volumes on U.S. 183, R.M. 620, R.M. 1431 and R.M. 2243 offer evidence that the commercial uses along the U.S. 183 corridor are serving a trade area and commuter-shed or employment-shed stretching from Jonestown to Bertram, Georgetown and Round Rock, including Leander and Cedar Park. The study corridor, it would seem, is serving a local, a community and a regional population with highway oriented retail and service uses. In light of this, it seems inappropriate to estimate market demand based on such a restricted study area and, furthermore, conceptually unattractive to usurp the function of free market forces and unilaterally determine a fixed supply of commercially developable land upon which to predicate zoning decisions. It can be argued that, in the long run, the supply of commercial uses will equal the demand, and that the proper role of local government should be to influence the location, configuration, accessibility and external impacts of the commercial uses in the interests of public safety and welfare. Such a conclusion shifts the emphasis of this study from limiting the supply of commercially developable land to managing commercial development so as to avoid or mitigate adverse impacts on the public safety and welfare.

C. Examination of Alternatives

1. Alternatives to Existing Land Use Trends

Alternatives to existing urban trends are proposed by three relevant documents: the Austin Tomorrow Goals, the Comprehensive Plan, and the "Balcones Hills Neighborhood Plan."

The citizen's goals document and the Comprehensive Plan are sequential and related products of the Austin Tomorrow Program. Both documents present goals and objectives which promote transportation efficiencies, and the functional and aesthetic compatibility of the roadway system with the adjacent land uses. The objectives emphasize the use of buffering and landscaping; beautification and planting for parking lots; aesthetics along roadways, including the removal of unsightly and cluttering elements; desirable land use patterns; stringent zoning controls; regulating access along roadways; plus the development and use of public transportation systems.

The Comprehensive Plan encourages regulations requiring such conditions as service or frontage roads, adequate lot widths, off-street parking, increased building setbacks, sign control, landscaping and screening, plus limitations on the number of curb cuts and driveways. Criteria for the spacing of curb cuts should be based on traffic flow characteristics, and should encourage landowners to coordinate their driveway plans. The plan advises against overzoning, and encourages the development of unified shopping areas under the planned unit development concept, which would benefit the small businessman who cannot afford to locate in a center and would otherwise prefer to locate in a commercial strip. Such commercial nodes should be established in newly developing areas in lieu of strip development.

The growth management section of the Comprehensive Plan designates six priority areas which emphasize the concepts of development suitability and more efficient use of land in the central city. The highest priority for development is Area I, the core area; the lowest priority is Area VI. The corporate boundary of the city defines Area II, which has the second highest priority for urban development. In this area the Plan recommends the improvement of the level of municipal services and facilities to promote the use of underutilized land. Outside the city limits the U.S. 183 corridor is in Area IV, and the following principles apply: new subdivision activity should be contingent upon connection to the City's water and wastewater services, which should be available on a cost-sharing basis between the City and the developer; an impact analysis should be the basis of each major City infrastructure or annexation decision; and a development guidelines manual with standards addressing particular conditions in this area should be promulgated.

The Balcones Hills Civic Association presented its preliminary neighborhood plan to the City for consideration in December 1978. The Planning Commission voted in March 1979 to accept the plan for reference on land use decisions in the area. The plan includes land use, zoning and transportation goals and recommendations for the area south of U.S. 183 between MoPac and Loop 360. Goals included restricting commercial development from their residential area; providing easy and convenient access into and out of the neighborhood; preventing high-volume through-traffic and commercial traffic on residential and collector streets; traffic management and control to ensure effective flow and safety; orderly planning and development of major peripheral streets and arterials; and efficient public transportation services and facilities. The plan presented specific recommendations for the use of particular pieces of property near U.S. 183, and advised that old Jollyville Road be improved with curbs and gutters and downgraded to a collector street after the MoPac/U.S. 183 interchange is completed.

2. Alternatives to Existing Policy

Several innovative techniques are appropriate for use in the U.S. 183 corridor.

Overlay Zoning

An overlay zone is a mapped zone that imposes a set of requirements in addition to those of the underlying or regular zoning district. While the underlying district controls uses, bulk, dimension, etc., the overlay zone presents additional special standards. In areas where overlay zones are established, the land may be developed only under the conditions and requirements of both zones. Overlay zones typically are applied when there is a special public interest in a geographic area that does not coincide with the underlying zone boundaries.

Overlay zones have relatively sound legal footing because they are described in the zoning text, mapped, and adopted by City Council in a manner similar to conventional zoning. Provisions are administered through the usual zoning process. Permission for development in overlay zones is usually granted through a special permit process, or a required site plan review.

The MoPac Environmental Design Study, written for the City of Austin by the consulting firm of Skidmore, Owings and Merrill in association with Alan M. Voorhees and Associates, November 1976, recommends the creation of a "Highway Impact Overlay Zone" for the properties within 500 feet of the MoPac Expressway R.O.W. This zone would allow apartment, commercial and industrial development only by special permit after compliance with additional requirements of the zoning ordinance. The consultants advise that the review procedures include the consideration of access and egress provisions, landscaping and grading (including buffers), parking requirements, propensity to generate traffic, percent of land covered by impervious surfaces, exterior and interior ambient noise levels, on-site lighting, and signing.

Access Easements and Minimum Lot Frontage

A reduction in the number of driveways, with greater spacing between each, should ameliorate traffic problems on U.S. 183. Two techniques, each to work in conjunction with the other, may help achieve this end. City ordinances, particularly for zoning and perhaps subdivision, must be amended before the City can effectively require either provision.

First, a large minimum frontage requirement for commercial lots on high-volume arterials should significantly reduce the number of drives permitted by the current driveway ordinance. Second, in cases where the owner wishes to subdivide his lot into smaller commercial tracts, the City would require an access easement adjacent for a right turn lane to the right-of-way. This would provide for common access, and fewer curb cuts, for several or more adjacent commercial lots.

Landscaping Requirements

Landscaping requirements for lots adjacent to major roadways are primarily intended to provide more pleasing aesthetics, including visual buffering between the traffic and nearby development, particularly parking lots. If aesthetics is considered to be a major problem along U.S. 183, then landscaping requirements comprise one of the few corrective options available.

Sign Control

Improved aesthetics is the primary objective of sign controls, although traffic safety and preservation of property values are parallel purposes. The construction of signs and billboards in Austin is regulated by the sign ordinance enacted in 1976. In 1978 the Council approved, on an interim basis, more restrictive requirements for signs to be placed within 200 feet of Loop 360 or MoPac Boulevard. If standards more stringent than the current sign ordinance are desired for U.S. 183, the inclusion of these standards in a special overlay zoning district would be an effective method of imposing them.

TRAFFIC ISSUES

III. TRAFFIC ISSUES

A. Inventory

The study area includes approximately 9.5 miles of U.S. 183, from Burnet Road to R.M. 620. The highway has served primarily as a high-speed arterial through Austin from northwest to southeast, but has come to function more and more as an arterial providing access to abutting properties (commercial, industrial, and residential development).

A number of roadways intersect U.S. 183 in the study area. R.M. 620 Spicewood Springs Road, Loop 360, Balcones Drive, and Burnet Road all connect U.S. 183 to the Austin regional area.

R.M. 620 provides a connecting link to the Round Rock area to the northeast. Others, such as Anderson Mill Road, Duval Road, and Balcones Woods Drive, primarily serve residences in the study area, and still others, e.g. United Drive, Reid Drive, Texas Instruments entrance, provide access to industrial areas.

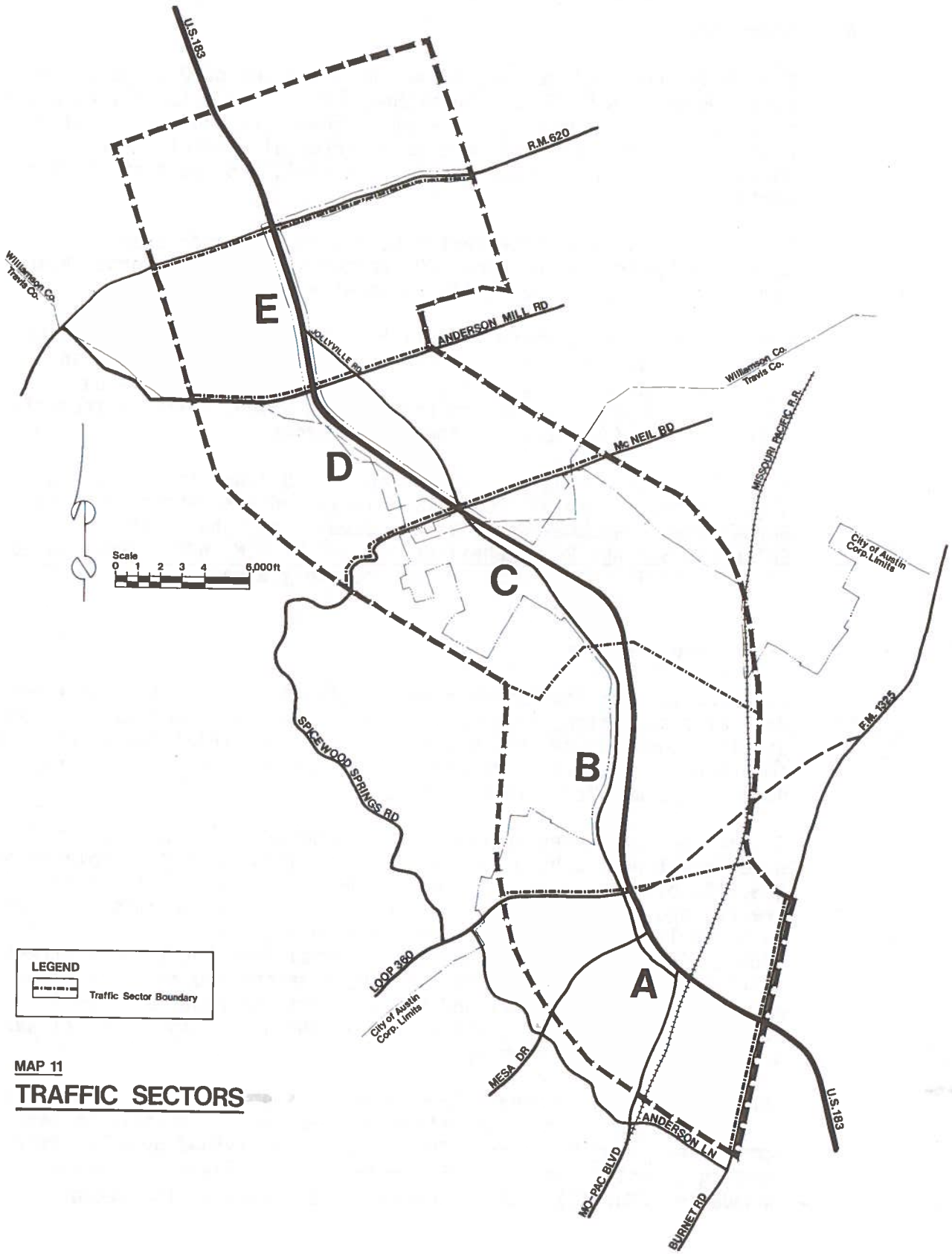
U.S. 183 in the study area is currently 2-3 lanes in each direction with a right-of-way of 200 feet. Signalized intersections exist at Burnet Road, Balcones Woods Drive, Duval Road, the south T.I. entrance, Spicewood Springs Road/McNeil Drive, and at R.M. 620. There is no transit service along U.S. 183 in the study area.

B. Trends and Analysis

The U.S. 183 corridor study area is characterized by intensive residential subdivision throughout, with supporting commercial development abutting the highway and, occasionally, a commercial center of regional importance. Industrial development is concentrated in areas near Burnet Road and Texas Instruments.

Significant increases in residential, commercial, and industrial development have caused substantial increases in traffic volumes on U.S. 183 over the past five years. Intersecting streets, median breaks, and driveways have been constructed to serve this development. As a result, the function of the highway has changed in that time from a high-speed, limited-access arterial into Austin to a street which must provide access to numerous adjacent and abutting properties as well. It was not designed to serve both purposes and conflicts now exist in terms of the capacity of U.S. 183 and a high level of serious accidents along the highway.

The 18 "planning subareas" have been combined into five "traffic sectors" in order to demonstrate the effect of land use on traffic volumes and operations along U.S. 183. The sectors are divided by major intersecting streets, and boundaries coincide with planning subarea boundaries (Map 11). Table 7 characterizes each of the sectors (A



MAP 11

TRAFFIC SECTORS

through E), including: sector boundaries; significant traffic-generating development; the extent of strip commercial development; signalized and other intersections; driveways and median breaks; and traffic accidents during 1977-1978.

1. Types of Traffic and Traffic Volumes

Table 8 indicates that daily traffic volumes at major intersections along U.S. 183 range from under 20,000 average daily trips (ADT) at R.M. 620 to over 45,000 ADT at Burnet Road and at Balcones Drive. These volumes represent increases of from 36.5 to 91 percent since 1974, reflecting the increased level of development within and adjacent to the study area.

Traffic along U.S. 183 may be classified as peak-hour or off-peak traffic and as local or "through" traffic. Peak-hour traffic consists primarily of home-to-work trips and is generated by residential, office, and industrial development. Off-peak traffic usually involves trips with commercial and recreational uses. Local traffic is generated within the study area, and "through" traffic is represented by those trips which use U.S. 183 for travel from outside the study area through the corridor.

Peak hour volumes are listed in Table 9 and indicate that traffic accumulates at intersections in the southern portion of the U.S. 183 corridor. This is because employment centers, industry and offices, are primarily south and southeast of Burnet Road. Other major employment centers along Burnet Road, e.g. IBM, must use this route. About 75 percent of morning peak hour traffic is traveling southbound in much of the corridor and the major contributor to that volume is the extensive residential development north of Loop 360 (Sectors B-E and north of R.M. 620).

Residential development accounts for about 70-85 percent of existing development in Sectors B, D, and E, with the remainder mostly commercially developed. About 500 vehicles per hour enter the U.S. 183 traffic during the morning peak hour between R.M. 620 and Anderson Mill Road, reflecting trips generated by over 2,400 dwelling units in Sector E (Anderson Mill and other subdivisions). Similarly, an additional 300 trips are accumulated between Anderson Mill Road and Spicewood Springs Road, mostly from the Balcones Village subdivision area of Sector D.

Sector C analysis is complicated by the presence of Texas Instruments in addition to significant residential development. Traffic is generated both into and out of this sector at peak hours. Sector B also includes some traffic passing through to T.I., but an increase of over 400 vehicles per peak hour between Duval Road and Hamilton Road (about half southbound) indicates the effect of the Balcones Woods subdivision on traffic volumes.

TABLE 7 - U.S. 183 Traffic Sectors

Sector	Description	Significant Development	Strip Commercial	Signalized Intersection	Other Intersections	Drive-ways	Median Breaks	Accidents Jan. 77 - Dec. 78
A	Burnet Road-Loop 360 (1.55 miles)	3,600 housing units 200 acres private indus. 105 acres commercial/ office Balcones Research Center	Extensive near Burnet Road	Burnet Road	Balcones Dr. Loop 360 Shoal Creek Blvd. United Drive Reid Drive McCann Dr.	17	8	227
B	Loop 360-Duval Road (2 miles)	917 housing units	scattered through-out	Balcones Woods Dr. Duval Road	Loop 360 Great Hills Trail Hamilton Road Celeta Lane Angus Road	37	6	108
C	Duval Road-Spicewood Springs Road (2 miles)	1,276 housing units Texas Instruments other industry	scattered through-out-extensive near Spicewood Springs	Duval Road South T.I. entrance Spicewood Springs/ McNeil Drive	W. Cow Path Bell Avenue Highland Oak Tr. Oak Knoll Drive	39	9	140
D	Spicewood Springs Rd.-Anderson Mill Road (1.65 miles)	740 housing units	scattered through-out	Spicewood Springs Road	Anderson Mill Rd. Balcones Club Dr. Oceanire Blvd. Fathom Circle	26	6	61
E	Anderson Mill Road-R.M. 620 (1.38 miles)	2,441 housing units	near Anderson Mill Road and at Lake Creek Parkway	R.M. 620	Anderson Mill Rd. Lake Creek Pkwy. Woodland Valley Dr. Caldwell Hidden Meadow	17	8	60

TABLE 8 - U.S. 183 Weekday Traffic Volumes, 1974 vs. 1979

Location - U.S. 183 at:	Vehicles Per Day		% Increase Since
	1974	Current	1974
R.M. 620	14,590	19,911	36.5
Anderson Mill Road	NA	25,845	NA
Spicewood Springs Road	17,400	30,444	75.0
T.I. entrance gate	17,730	33,850	90.9
Duval Road	NA	36,706	NA
Hamilton Road	NA	39,768	NA
Loop 360	28,546	41,547	45.5
Balcones Drive (MoPac Boulevard)	25,210	45,755	81.5
Burnet Road	30,308	45,234	49.2

TABLE 9 - U.S. 183 Weekday Peak Hour Traffic Volumes - 1979

Location - U.S. 183 at:	Vehicles Per Hour						
	A.M. Peak				P.M. Peak		
	Northbound	Southbound	Total		Northbound	Southbound	Total
R. M. 620	387	1,328	1,715		1,162	652	1,814
Anderson Mill Road	530	1,719	2,249		1,700	779	2,479
Spicewood Springs Rd.	694	1,889	2,583		2,201	874	3,075
T.I. entrance gate	931	1,999	2,930		2,118	1,092	3,210
Duval Road	900	2,361	3,261		1,763	1,462	3,225
Hamilton Road	1,142	2,566	3,708		2,431	1,220	3,651
Loop 360	1,195	2,681	3,876		2,460	1,377	3,837
Balcones Drive	1,370	3,189	4,559		2,526	1,609	4,135
Burnet Road	1,503	2,778	4,281		1,850	1,981	3,831

Sector A is substantially different from the others, being influenced the least by residential development. Industrial development near Burnet Road is probably responsible for additional trips generated within the sector, along with vehicles entering U.S. 183 from Loop 360 and Balcones Drive. Most residential development generates peak-hour trips which are not dependent on U.S. 183 north of Burnet Road.

Residential development is also responsible for most of the "through" peak-hour traffic since little employment activity exists north of R.M. 620. Over 1,300 vehicles enter the study area during the morning peak hour from north of R.M. 620, representing almost 80 percent of that hour's traffic flow at that point. In fact, morning peak hour volumes on U.S. 183 in sectors C, D and E are split 75-80 percent southbound, reflecting the singular (residential) nature of land use in this area.

Two traffic problems have become evident on U.S. 183. They are: (1) insufficient capacity to handle peak-hour volumes, and (2) the frequency of serious accidents during off-peak periods. Capacity is examined in the following Traffic Operations Analysis, and accidents and off-peak traffic are described in the Vehicle Collision Analysis.

2. Traffic Operations Analysis

Because of increased traffic, several sections of U.S. 183 are currently operating at an undesirable level of service during peak periods. Increases in average daily traffic along the corridor since 1974 have been indicated previously in Table 8.

Roadway capacities for U.S. 183 have been calculated at the major intersections in the corridor. Calculations reflect capacity at Level of Service D, assuming three lanes in each direction, and account for right and left turn movements, the percentage of trucks and buses on the highway, and signalization timing. Level of Service D "approaches unstable flow" and is generally considered to be only marginally acceptable. Streets are designed at a much higher service level (Level of Service C).

Table 10 indicates that existing traffic flows exceed capacity at many of these intersections. Differences between northbound and southbound capacities at T.I., Duval Road, and Balcones Woods Drive are the result of numerous northbound right-turn movements. Of particular importance is the tendency of traffic volumes to accumulate as traffic progresses from R.M. 620 to Burnet Road. These traffic volumes consist of considerable "through" traffic plus traffic generated within the study area.

An estimated 18,000 ADT pass through the corridor (9,000 in each direction), entering north of R.M. 620 and exiting south of Burnet Road, or vice-versa. The general pattern of traffic accumulation is illustrated by the southbound morning peak hour flow (Figure 1). Similar situations exist on a daily basis northbound during the afternoon peak.

TABLE 10 - U.S. 183 Capacities and Current Volumes

Location-U.S. 183 at:	Vehicles Per Hour			
	Direction	Capacity[1]	Peak-Volume[2]	Volume/ Capacity
R.M. 620	Northbound Southbound	2,385 1,939	1,162 1,328	0.49 0.68
Anderson Mill Road	Northbound Southbound	1,696 1,541	1,700 1,719	1.00 1.12
Spicewood Springs Road	Northbound Southbound	1,564 1,579	2,201 1,889	1.41 1.20
T.I. Entrance Gate	Northbound Southbound	1,578 3,096	2,118 1,999	1.35 0.65
Duval Road	Northbound Southbound	2,107 2,640	1,763 2,361	0.84 0.89
Balcones Woods Drive[3]	Northbound Southbound	2,022 2,641	2,431 2,566	1.20 0.97
Burnet Road	Northbound Southbound	1,398 2,336	1,850 2,778	1.32 1.19

[1] At Level of Service D; three lanes each direction

[2] Averaged over 2 days (1979)

[3] Current volumes recorded at Hamilton Road, just south of Balcones Woods Drive.

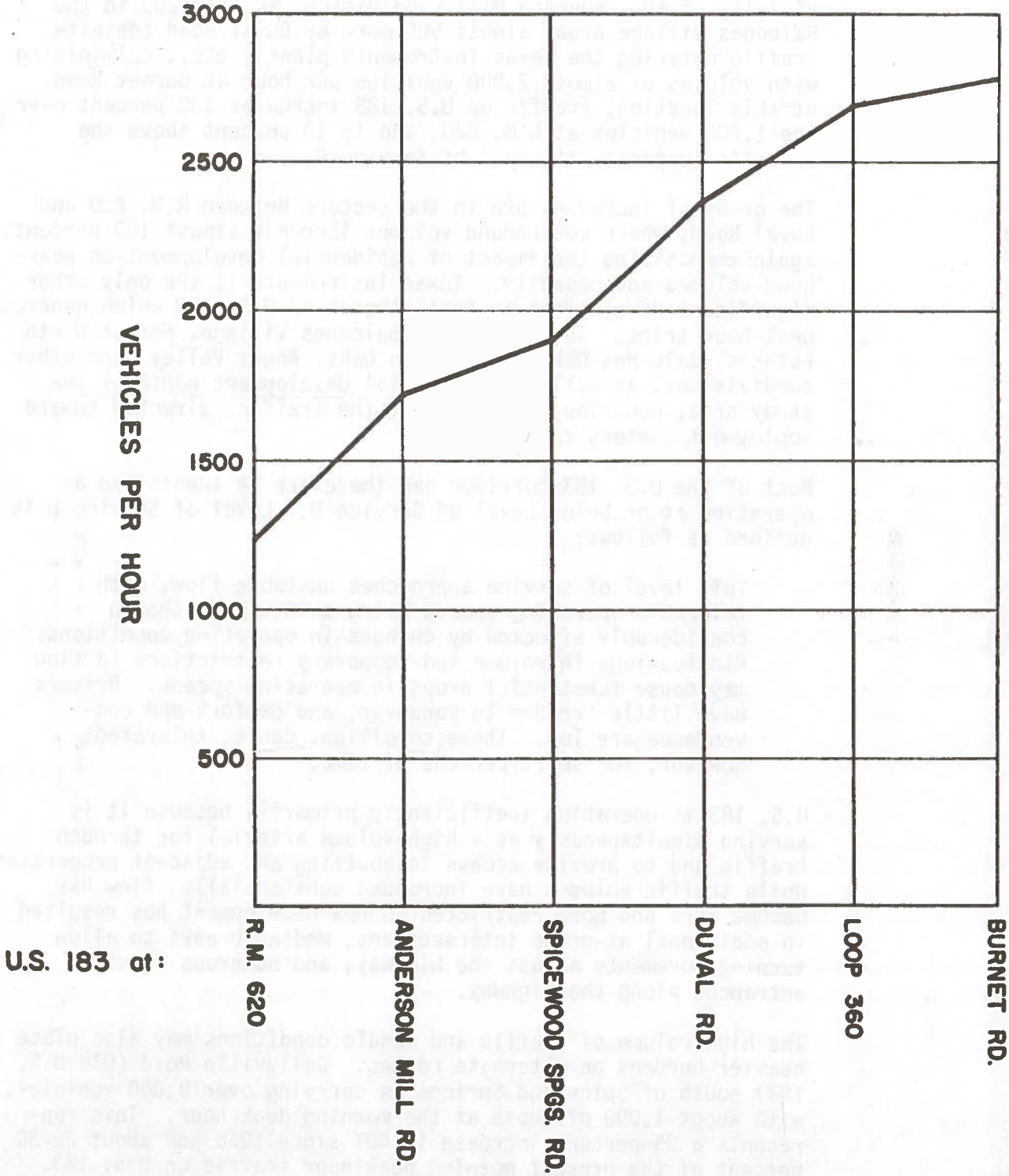


FIGURE 1

SOUTHBOUND A.M. PEAK HOUR VOLUMES

Over 1,200 vehicles per hour enter the morning peak flow on U.S. 183 from north of R.M. 620. About 500 more are added in the vicinity of the Anderson Mill subdivision, another 200 in the Balcones Village area, almost 500 more by Duval Road (despite traffic entering the Texas Instruments plant), etc., culminating with volumes of almost 2,800 vehicles per hour at Burnet Road. At this location, traffic on U.S. 183 increases 150 percent over the 1,200 vehicles at R.M. 620, and is 19 percent above the street's capacity at Level of Service D.

The greatest increases are in the sectors between R.M. 620 and Duval Road, where southbound volumes increase almost 100 percent, again emphasizing the impact of residential development on peak-hour volumes and capacity. Texas Instruments is the only other significant development in that stretch of U.S. 183 which generates peak-hour trips. Anderson Mill, Balcones Village, Forest North Estates, Balcones Oaks, Barrington Oaks, Angus Valley, and other subdivisions, as well as residential development north of the study area, contribute the bulk of the traffic, directed toward employment centers to the south.

Most of the U.S. 183 corridor can therefore be identified as operating at or below Level of Service D. Level of Service D is defined as follows:

> This level of service approaches unstable flow, with tolerable operating speeds being maintained, though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low. These conditions can be tolerated; however, for short periods of time.

U.S. 183 is operating inefficiently primarily because it is serving simultaneously as a high-volume arterial for through traffic and to provide access to abutting and adjacent properties. While traffic volumes have increased substantially, flow has become more and more restricted as new development has resulted in additional at-grade intersections, median breaks to allow turning movements across the highway, and numerous driveway entrances along the highway.

The high volume of traffic and unsafe conditions may also place heavier burdens on alternate routes. Jollyville Road (Old U.S. 183) south of Spicewood Springs is carrying over 8,000 vehicles, with about 1,000 of those at the morning peak hour. This represents a 25 percent increase in ADT since 1976 and about 20-30 percent of the present morning peak hour traffic on U.S. 183. Jollyville Road will be closed at Great Hills Trail and at Loop 360.

The City of Austin and the SDHPT are currently undertaking a joint effort to implement numerous interim measures to improve operational aspects of U.S. 183 and enhance traffic safety. These measures are listed in Table 11 and are proposed within an 18-month time frame. They are designed to minimize traffic hazards until U.S. 183 is upgraded to Freeway status. The most significant improvement, widening the roadway to six lanes throughout the study area, will allow for a greater volume of traffic on U.S. 183; but other improvements, such as more signals and lower speed limits, will tend to decrease traffic flows and capacity.

TABLE 11 - Joint City/State Program for Interim Measures to U.S. 183

Phase I (6 months)

1. Widening of U.S. 183 to six lanes from R.M. 620 to Burnet Road.
2. Reduction of speed limits (City/State)
3. Installation of more effective traffic signs (City/State)
   a. More speed zone signs
   b. Advance street name signs
   c. Identify streets, major driveways, plant entrances
   d. Standardization of "signal ahead" signing
   e. Eliminate any unnecessary signing.
4. Provision of additional traffic signals (City)
5. Establishment of any interconnect signal systems (City)
6. Expansion of traffic enforcement (City)

Phase II (12 months)

1. Modification of crossovers (State)
   a. Construction of dual left-turn lanes
   b. Extension of left-turn lanes
   c. Relocation and/or closing of crossovers
2. Establishment of a Traffic Safety Awareness Program (City/State)

Phase III (18 months)

1. Construction of acceleration/deceleration lanes at major streets and driveways (State)
2. Expansion of transit service to U.S. 183 corridor (City)
3. Extend a modified sign control ordinance to U.S. 183 (City)
4. Restrict number and spacing of existing and future driveways (City/State)

3. Vehicle Collision Analysis

Due to continued residential, commercial, and industrial development along U.S. 183, the number of potentially hazardous locations continue to increase. High speeds and traffic volumes, compounded by numerous intersecting streets, driveways, and cross-over locations, combine to create unsafe travel conditions.

There were a total of 293 accidents recorded in the study area in 1977 and 303 accidents in 1978, an increase of slightly more than 3 percent. Since vehicle-miles traveled increased by about 7.6 percent, the accident rate actually fell from 302 accidents per 100 million vehicle-miles in 1977 to 290 accidents per 100 million vehicles-miles during 1978. However, as noted in Table 12, an alarming increase occurred in the severity of accidents during the year. Twenty-seven more accidents (a 54 percent increase) involved injuries, and six accidents resulted in fatalities (a total of nine deaths), compared to no fatal accidents in 1977. Thus far in 1979, an additional three fatalities have occurred as a result of accidents on this stretch of U.S. 183.

Property damage and direct costs related to these accidents have also been substantial. Using the National Safety Council data, the accidents which have occurred along U.S. 183 in the study area during 1977 and 1978 have resulted in a loss to the general public of 12 million dollars.

An analysis of the 1978 accident data reveals that of the 303 accidents, over 70 percent occurred in the off-peak hours. Equally as important, however, almost 80 percent of the injury-related accidents and 83 percent of the fatal collisions occurred in off-peak hours (Table 13).

TABLE 12 - Accident Trends - U.S. 183; 1977-1978

Accidents	1977	1978	Total	% Increase 1977-1978
Total	293	303	596	3%
Involving Injuries	50	77	127	54%
Involving Fatalities	0	6	6	-

TABLE 13 - 1978 Accident Times

Accidents						
Time of Day	Total	%	Involving Injuries	%	Involving Fatalities	%
Peak Period[1]	84	27.7	15	21.7	1	16.7
Off-Peak Day[2]	121	39.9	23	31.9	2	33.3
Off-Peak Night[3]	98	32.4	33	46.4	3	50.0
Total	303	100.0	71	100.0	6	100.0

[1] 7:00 a.m. - 9:00 a.m.; 4:00 p.m. - 6:00 p.m. Weekdays

[2] 9:00 a.m. - 4:00 p.m. Weekdays; 9:00 a.m. - 6:00 p.m. Weekends

[3] 6:00 p.m. - 7:00 a.m. Weekdays; 6:00 p.m. - 9:00 a.m. Weekends

A number of factors combine to create unsafe traffic conditions at off-peak periods. The first of these is the significant volumes of traffic generated by commercial activity abutting U.S. 183, most of which supports residential development in the study area. This local traffic is supplemented by through traffic to regional centers south of the study area. Current off-peak volumes (generally 1,800-2,500 vehicles per hour) do not create capacity problems as do peak-hour volumes, but are sufficient to contribute to hazardous conditions. U.S. 183 is a major State route with many trips made for recreational or intra-state purposes. Included in through traffic are many heavy trucks which contribute to unsafe travel conditions (2 of the 6 fatal accidents in 1978 involved heavy trucks). These trucks presently make up only 1-2 percent of peak-hour vehicles, but 5-6 percent of off-peak vehicles.

A second factor is the number of turning movements occurring during off-peak hours. Traffic is not primarily one-directional as it is at peak hour, and commercial properties usually have access directly from U.S. 183 via a driveway. Median breaks allow turning movements across the highway into commercial areas or onto intersecting streets, and allow U-turns. Finally, intersecting streets provide access to residences served by the commercial development and involve additional turning movements. Most of the rear-end collisions, which comprised 41 percent of all accidents, occurred as one vehicle stopped or slowed to turn at a signal, other intersection, or driveway.

The third factor contributing to unsafe travel conditions on U.S. 183 in off-peak hours in the high speeds that many vehicles travel. Data from the State Department of Highways and Public Transportation indicate that the 85th percentile speed for each segment of the highway from Burnet Road to R.M. 620 is from 55-60 miles per hour. In other words, 15 percent of the vehicles

travel above the statewide speed limit. Speeds as high as 68 mph were recorded at several locations.

The combination of commercially-generated traffic with numerous associated turning movements and high speeds, then, creates sometimes critically unsafe traffic conditions in the U.S. 183 corridor during off-peak hours.

Table 14 indicates accidents occurring at signalized intersections in the study area in 1977-78. Less than one-third of the intersecting streets along U.S. 183 from Burnet Road to R.M. 620 are controlled by traffic signals. Although there were a total of 290 accidents at the 20 significant intersections along that stretch of U.S. 183, approximately 49 percent of these accidents occurred at the five signalized intersections (T.I. entrance not included--data not available). It should be noted that the 1977 figures for Balcones Woods Drive, Duval Road, and Spicewood Springs Road include accidents for several months prior to installation of traffic signals. While the figures appear to indicate a decline in accidents at signalized intersections, they do not reflect accidents occuring in mid-block involving vehicles slowing or stopped because of the signal.

TABLE 14 - Accident Analysis at Signalized Intersections

U.S. 183 at:	No. of Accidents		
	1977	1978	Total
Burnet Road	35	21	56
Balcones Woods Drive	10	5	15
Duval Road	9	4	13
Spicewood Springs Road	12	3	15
R.M. 620	4	14	18
Total	70	47	117
All intersections (20)	125	115	250

C. Future Conditions

1. Population and Trip Generation

Projected population figures for 1985 show an increase of over 20,000 persons (almost 78 percent) from 1979 to 1985 in the study area. Table 15 lists population figures for each traffic sector in 1979 and 1985 and estimates "person-trips" generated from within the sectors. The most significant increases occur in Sectors B, D, and E, with 4,000-6,000 more people expected to reside in each by 1985.

TABLE 15 - Population and Trip Generation - 1985

Sector	1979 Population	%	1985 Population	%	% Increase 1979-1985	1985 Person-Trips[1]
A	10,522	38.7	13,707	28.4	30.3	38,380
B	3,162	11.6	9,066	18.8	186.7	25,385
C	3,936	14.5	5,794	12.0	47.2	16,223
D	2,220	8.2	6,744	13.9	203.8	18,883
E	7,323	27.0	13,023	26.9	77.8	36,464
TOTAL	27,163	100.0	48,334	100.0	77.9	135,335

[1] 2.8 trips per person per day.

TABLE 16 - Trip Generation on U.S. 183 - 1985

Sector	1985 Person-Trips Generated	1985 Vehicle-Trips Generated[1]	% Using U.S. 183[2]	1985 Vehicle-Trips Onto U.S. 183
A	38,380	31,983	15.0	4,797
B	25,385	21,154	65.6	13,877
C	16,223	13,519	68.2	9,220
D	18,883	15,736	88.8	13,974
E	36,464	30,387	34.7	10,544
TOTAL	135,335	112,779	46.5	52,412

[1] 1.2 persons/vehicle

[2] percent of 1979 vehicle-trips which use U.S. 183.

Table 17 indicates vehicle-trips generated within the study area for 1985 and distributes the trips onto U.S. 183 much as they are presently distributed. These trips are added to "through" traffic to estimate traffic volumes at intersections along U.S. 183 (see Future Traffic Operations Analysis).

Trip generation calculations are based on increased residential and support commercial development and do not account for new regional-serving commercial and industrial development. Commercial and office development (about 177 acres total) at and near Great Hills Mall will produce approximately 26,000 additional daily trips in Sector B, and possible additional industrial development near Texas Instruments might generate as many as 3,000 more trips in Sector C. Traffic from these developments will be generated through other sectors depending on how many people come from within the sector, within the study area, or outside of the study area.

The impact of significant population growth in the study area by 1985, particularly in Sectors B, D, and E, will not only be felt on U.S. 183, but also on streets intersecting with the highway. In addition, increased population will encourage more support commercial land uses, resulting in more driveways and median breaks to serve those properties.

1995 population and trip generation figures are given in Table 17, but are not assigned to U.S. 183 because of the uncertainty of the roadway network at that time. Additional population and subsequent person-trips expected to occur will be significant, particularly in Sectors C, D and E. Increases would not, however, be as great as those experienced in the 1979-1985 period.

TABLE 17 - Population and Trip Generation, 1995

Sector	1985 Population	%	1995 Population	%	% Increase 1985-1995	1995 Person-Trips[1]
A	13,707	28.4	14,070	21.3	2.6	39,396
B	9,066	18.8	10,774	16.3	18.8	30,167
C	5,794	12.0	10,642	16.1	83.7	29,798
D	6,744	13.9	12,865	19.4	90.8	36,022
E	13,023	26.9	17,775	26.9	36.5	49,770
Total	48,334	100.0	66,126	100.0	36.8	185,153

[1] 2.8 Trips per person per day

2. Proposed Transportation Improvements

(a) U.S. 183

U.S. 183 is being considered for upgrading to freeway status, with right-of-way expanded from 200 feet to 300 feet throughout the study area. Construction would be the responsibility of the Texas State Department of Highways and Public Transportation (SDHPT). The SDHPT's current 20-year plan indicates that the bulk of the construction, from R.M. 620 to Loop 360, would not occur for at least ten years. Studies are currently underway, however, to develop a revised construction schedule placing a higher priority on U.S. 183.

The City of Austin's Capital Improvements Program 1978-1983 includes funding for right-of-way purchases along U.S. 183 at Loop 360 and Loop 1 (MoPac Boulevard) for an interchange and at selected intersections between Loop 360 and R.M. 620.

(b) Other Roadways

The Proposed Austin Metropolitan Area Roadway Plan indicates a roadway network which can relieve some of the traffic burden on U.S. 183 generated by future development in the area. Of particular significance are:

(1) The construction/extension of Parmer Lane as a major arterial parallel to U.S. 183 from R.M. 620 to IH-35 (substantial diversion of traffic heading to Burnet Road and IH-35 from northeast of the study area);

(2) The construction/extension of Braker Lane from U.S. 183 (near Hamilton Road) east to IH-35 (as many as 15,000 vehicles per day may be diverted between Balcones Woods Drive and Loop 360);

(3) The construction of McNeil Drive as a major arterial extending from IH-35 to R.M. 2222 and providing access to east-west routes, such as R.M. 2222, Parmer Lane, and Howard Lane, and to IH-35 (minimal impact).

None of these facilities are currently programmed in the 1979-1983 Capital Improvements Program.

(c) Transit Improvements

Bus service currently is not provided along U.S. 183. The Public Transportation Plan, however, proposes bus service northwest along U.S. 183 to Anderson Mill Road and developing an "area terminal" in the vicinity of U.S. 183 and Duval Road. The terminal would serve as a "park-and-ride" facility for the area. The City of Austin Capital Improvements Program 1978-1983 includes funding for the land purchase and construction of the terminal.

3. Future Traffic Operations Analysis

Future traffic volumes can be expected to increase considerably as additional development occurs in the study area and to the north. Estimated 1985 daily traffic volumes are listed in Table 18. These figures are based primarily on home-based trips (population) increasing and do not completely reflect traffic generated by non-home based trips (regional-serving industrial and commercial development). Through traffic is assumed to increase by approximately 50 percent, somewhat less than the 60 percent increase generated within the study area. All volumes were reduced 10-20 percent to account for some diversion to other roadways (Braker Lane, R.M. 2222, etc.) and possibly to transit.

1985 traffic increases over 1979 volumes at significant intersections are anticipated to range from 34 percent to over 60 percent. The largest increases occur at Spicewood Springs Road and at Loop 360, reflecting the large population increases in Sectors D and B, respectively.

Daily traffic volumes have been converted to peak hour volumes based on approximately the same percentage as presently exists, in Table 19. Table 20 estimates peak one-directional flow for 1985 and compares them to roadway capacities at Level of Service D. Future volume/capacity ratios indicate that capacity would be exceeded during peak hours at all intersections south of R.M. 620. Again, the problem becomes most severe as traffic progresses toward the southeast, with peak hourly southbound volumes of over 4,000 vehicles at Burnet Road, 74 percent above capacity.

Anticipated residential development in the next several years, then, will intensify existing traffic problems on U.S 183, and will result in a roadway operating well below desired levels of service during peak periods. In addition to peak hour capacity problems, off-peak volumes will increase and may lead to more accidents in the future.

1995 traffic volumes will be significantly larger yet, but the effect of such volumes on traffic conditions, including capacity and levels of service, is uncertain since the development of U.S. 183 and the surrounding roadway network at that time is unknown. A limited-access freeway with frontage roads would have considerably more capacity than presently exists, and alternate routes and transit may divert substantial amounts of auto traffic from U.S. 183.

TABLE 18 - U.S. 183 Weekday Traffic Volumes 1985 vs. 1979

Location-U.S. 183 at:	Vehicles Per Day		% Increase
	1979	1985 [1]	
R.M. 620	19,911	26,730	34.2
Anderson Mill Road	25,845	36,220	40.1
Spicewood Springs Road	30,444	48,796	60.3
Duval Road	36,706	53,922	46.9
Loop 360	41,547	61,852	48.9
Burnet Road	45,234	65,234	45.2

[1]based on population increases at 2.8 person-trips per day; 1.2 persons per vehicle; through traffic from north of R.M. 620 at 50% above 1979 level; adjusted down 10-20% to reflect diversion to other roadways and to transit.

TABLE 19 - U.S. 183 Weekday Peak Hour Volumes - 1985

Location-U.S. 183 at:	Vehicles Per Hour	
	A.M. [1]	P.M. [2]
R.M. 620	2,272	2,539
Anderson Mill Road	3,079	3,441
Spicewood Springs Rd.	4,148	4,636
Duval Road	4,583	4,853
Burnet Road	6,241	5,584

[1]at R.M. 620, Anderson Mill Road, Spicewood Springs Road, and Duval Road: 8.5% of ADT.
at Burnet Road: 9.5% of ADT.

[2]at R.M. 620, Anderson Mill Road, and Spicewood Springs Road: 9.5% of ADT.
at Duval Road: 9/0% of ADT.
at Burnet Road: 8.5% of ADT.

Note: These percentages are the same as existing (1979) peak hour/ADT percentages.

TABLE 20 - U.S. 183 Peak Volumes and Capacities - 1985

Location-U.S. 183 at:	Vehicles Per Hour			Volume
	Direction	Capacity[1]	Peak Volumes[2]	Capacity
R.M. 620	Northbound	2,385	1,777	0.75
	Southbound	1,939	1,590	0.82
Anderson Mill Road	Northbound	1,696	2,409	1.42
	Southbound	1,541	2,155	1.40
Spicewood Springs Rd.	Northbound	1,564	3,245	2.07
	Southbound	1,579	2,904	1.84
Duval Road	Northbound	2,107	2,669	1.27
	Southbound	2,640	3,208	1.22
Burnet Road	Northbound	1,398	2,792	2.00
	Southbound	2,336	4,057	1.74

[1]at Level of Service D; assumes three lanes each direction.

[2]Southbound

R.M. 620, Anderson Mill Road; Spicewood Springs Road, and Duval Road: 70% of peak A.M. flow.
Burnet Road: 65% of peak A.M. flow.

[3]Northbound

R.M. 620, Anderson Mill Road, and Spicewood Springs Road: 70% of peak P.M. flow.
Duval Road: 55% of peak P.M. flow.
Burnet Road: 50% of peak P.M. flow.

Note: These percentages are the same as existing (1979) southbound/northbound splits during peak hours.

SUMMARY AND CONCLUSIONS

IV. SUMMARY AND CONCLUSIONS

A. Summary

1. Residential development is low-density, single-family in nature with an average of 3.06 units per residential acre. Continued growth is anticipated, with a 69 percent increase in the number of housing units from 1978 to 1985. Residential growth in turn will stimulate commercial development along U.S. 183. The increase of subdivision zoning and special permit activities over the last few years indicates that the growth trend will continue.

2. Population will increase at a rate of 79 percent from 27,667 persons in 1978 to 49,544 persons in 1985.

3. Intense residential development adjacent to U.S. 183 is the most significant contributor to peak hour traffic volumes on U.S. 183 which presently exceed capacity at Level of Service D.

4. Additional residential development will worsen traffic capacity problems in peak periods, as well as encourage support commercial development and contribute to traffic volumes at off-peak periods.

5. Traffic is "funneled" from north to south in the corridor so that the most critical point in terms of capacity is at Burnet Road, which is currently 19 percent over capacity southbound at the morning peak hour.

6. Relatively steep slopes to the south and west and the Robinson tract to the north have resulted in a rather narrow development corridor along U.S. 183 which serves as the only through traffic route and a major distribution for local traffic.

7. Commercial establishments are primarily located in strip developments along U.S. 183, serving both a neighborhood and regional function. The growth of commercial uses over the next seven years is projected to increase approximately 165 percent.

8. The steadily growing industrial sector is a prime generator of traffic along U.S. 183. Over 12 and one-half percent of the developed area is already industrial, as compared to the city-wide figure of less than 5 percent.

9. Commercial development generates significant off-peak volumes on U.S. 183 and, along with industrial and residential development, requires numerous driveway entrances, additional streets, and median breaks, all of which create points of conflict with high-speed traffic on U.S. 183.

10. If the vacant but commercially zoned frontage of U.S. 183 were developed, commercial land use would increase by over 50 percent. This could happen without any additional zoning changes.

11. The economic base of the area has shifted from a local to a regional market. Development in the area is responding to neighborhood and regional supply and demand factors.

12. The number of accidents on U.S. 183 remained fairly constant from 1977 to 1978, but the severity of those accidents increased significantly, including six accidents involving fatalities in 1978 compared to none in 1977, and a 54 percent increase in accidents involving injuries.

13. The vast majority of accidents and an even greater percentage of injury-related accidents occur during off-peak periods.

14. Vehicles along U.S. 183 from Burnet Road to R.M. 620 commonly travel over the speed limit during off-peak periods.

15. Traffic accidents on U.S. 183 are a function of: significant traffic volumes, high speeds, and conflicting types of vehicles and movements, all of which occur together at off-peak periods when commercial traffic is heaviest and speeds are greatest.

16. The proliferation of directional and business signs along U.S. 183 result in confusion and distraction to the motorist.

B. Conclusions

1. Traffic volumes at service level D on U.S. 183 are exceeded during peak hour traffic movement. The combination of increased traffic due to continued development and the traffic control measures which must be implemented to make the roadway safe will further increase congestion. Immediate steps should be taken to increase the capacity of U.S. 183 and divert traffic to alternate routes.

2. The increasing number of serious injury and fatality-producing accidents warrants immediate action to improve the safety of U.S. 183. The existing hazards to safety and the projected increase in both peak and off-peak hour traffic attest to the need for steps to improve the roadway and measures to slow the rate of development until the hazards are mitigated. Zoning, construction and development activities continue unabated and accelerate and aggrevate the existing hazards that threaten the safety and welfare of persons who must use U.S. 183.

3. The impact of the high proportion of industrial development is manifest by market forces which create an unusually rapid and intense rate of development. It would require extraordinary government intervention to permanently stop or reverse development that is occurring and will occur in response to the existing market situation.

Suggest

4. Timing and spatial distribution patterns of development are the elements most susceptible to control by the city's current purview and legal authority.

5. Remedial actions must address the rate of development which is the prime force behind particular interrelated problems. Specific measures to mitigate the individual problems will not be sufficiently effective unless they are coordinated, mutually reinforcing, and implemented in a climate where the basic cause is at least temporarily held at bay. All zoning, special permit and site development plans should be examined with a view toward minimizing their traffic generation potential on U.S. 183.

6. Commercial and residential development should be limited and controlled in a coordinated manner to coincide with the traffic safety and capacity improvements on U.S. 183.

7. Conflicts arising from access driveways and median breaks to commercial properties should be minimized, thereby reducing the likelihood of accidents along U.S. 183.

8. Zoning and subdivision policies should encourage land use patterns which promote safety convenience and compatability. Specifically land uses should not contribute to traffic hazards or detract from or conflict with more restrictive adjacent uses.

RECOMMENDATIONS

V. RECOMMENDATIONS

Declare a 90-120 day moratorium on zoning in the study area. This moratorium shall coincide with immediate remedial steps to increase capacity and improve safety on U.S. 183. Additionally it will provide the time necessary to design and implement other measures to mitigate future problems. The following actions will be accomplished during the moratorium.

A. Improvements to U.S. 183 (Phase I)

1. Widening of U.S. 183 to six lanes from R.M. 620 to Burnet Road
2. Reduction of speed limits
3. Installation of more effective traffic signs (City/State)

   a. More speed zone signs
   b. Advance street name signs
   c. Identify streets, major driveways, plant entrances
   d. Standardization of "signal ahead" signing
   e. Eliminate any unnecessary signing.

4. Provision of additional traffic signals
5. Establishment of any interconnect signal systems (City)
6. Expansion of traffic enforcement (City)

B. The development of a Traffic Impact Analysis (TIA) to be required as part of zoning and subdivision applications, indicating:

   a. Average daily traffic and peak hour traffic estimated to be generated by the development
   b. Daily and peak hour trip distribution, including those trips expected to be generated onto U.S. 183
   c. Any transit measures proposed
   d. Any measures designed to minimize traffic on U.S. 183.

C. Highway Impact Overlay Zone with the following ordinance-required provisions:

1. Transitional buffer zones in any "BB" or less restrictive zoning district abutting residential developments. No parking is to be permitted to prevent noise, glare or odor problems. The table below outlines recommended widths for various zoning districts.

Zoning District	Minimum Buffer Width
BB	10 feet
B, O	15 feet
LR, GR, C, C-1, C-2	25 feet
DL or less restr.	50 feet

2. Landscape requirement as follows:

   a. A 10-15 foot wide strip within the front setback, directly abutting the R.O.W. or its proposed extension.

b. Parking lots with 20 or more spaces shall have five percent of their gross area landscaped.

c. A minimum 5 foot strip in the transitional buffer zone.

3. Sign-control with the following requirements:

a. On-premise signs to be 70 percent of the size allowed elsewhere in the city.
b. No off-premise signs within 200 feet of U.S. 183 R.O.W.
c. No flashing signs.
d. Businesses and properties to be restricted to a single sign.
e. Single standards for multiple signs for adjoining businesses not located in shopping centers.

4. Rollback zoning to the most restrictive zoning category consistent with the actual use of a property. This provision to be effective one year after a zoning change is granted. If the parcel should remain undeveloped after one year, the zoning would roll back to "AA: with notice and public hearing.

5. Driveway Standards

The interval of driveways should be changed to a distance of 200 feet along high-speed arterials, to eliminate overlapping conflict points. Right turn lanes should be provided on the developed parcel at the developer's expense for any property on a street with anticipated average daily traffic volumes of more than 1,000 vehicles and an average peak hour volume of 50 right turns. A continuous right turn lane should be provided for adjacent properties which front a road where it is anticipated that 20 percent of the direction volume per mile makes right turns and speeds are at least 35 mph.

In addition to the above recommendations, which will be complete or ready for implementation at the end of the moratorium, steps to implement the following actions can be taken immediately.

A. Where existing driveways along U.S. 183 pose critical traffic safety problems, the City should exercise its option to upgrade or close such driveways. When rezoning property with non-conforming driveways along U.S. 183, consideration should be given to requiring the driveways be brought up to standard.

B. Median breaks on U.S. 183 should be located only at intersections of arterials and other major streets. On such high speed arterials, a new standard of at least 1,000 feet between median breaks should be established. The actual spacing of these breaks would be adjusted to occur where turning movements require breaks or intersecting arterials will be located in the future.

C. U.S. 183 should be designated a proposed freeway with 300 foot R.O.W. This would allow the city to impose building setback standards to coincide with R.O.W. requirements in anticipation of a revised schedule for construction by the State.

D. Jollyville Road (Old U.S. 183) should be designated as a residential collector street from Great Hills Trail to Spicewood Springs Road; Loop 360-MoPac Boulevard.

E. Diversion of traffic to alternate routes should be accommodated by C.I.P. projects upgrading Parmer Lane and Braker Lane and McNeil Drive to relieve some of the traffic burden on U.S. 183.

F. Regional commercial developments should be discouraged from locating in the area or delayed until the street system is adequately improved to accommodate the additional traffic.

G. New industrial or major employment centers should be discouraged from locating in the area or coordinate their construction and operation with scheduled transportation improvements.

H. Commercial zoning should be restricted to parcels located within five hundred (500) feet of an intersection. Those parcels which front on U.S. 183 and are beyond five hundred (500) feet of an intersection should be more restrictively zoned at "O", "BB", "B" or "A". Such a policy would encourage objectives promulgated by the Comprehensive Plan which encourage commercial nodes, as opposed to strip commercial development.

I. Any subdivision of land fronting on U.S. 183 and not within five hundred (500) feet of an intersection should meet the following criteria:

(1) Subdivided parcels requiring access from U.S. 183 should have a minimum of two hundred (200) feet of frontage.

(2) Subdivided parcels with less than two hundred (200) feet frontage will be prohibited access to U.S. 183 if alternate access is available. Such parcels should have a minimum depth of one hundred fifty (150) feet and should provide access to an interior street or, in the alternative, provide a right-turn easement in conjunction with adjacent parcels and a common access driveway.

APPENDIX

TABLE A1 - Existing Land Use (Summary of Subareas I to XVIII)

EXISTING LAND USE																		
Area	Size of Area		Undeveloped		Developed		Residential		Commercial		Offices		Industrial		Public & Quasi-Public		Parks	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
TOTAL	13,259.01	100.00	8636.44	65.14	4622.57	34.86	2992.67	22.57	215.64	1.63	95.69	0.72	578.60	4.35	426.65	3.22	313.32	2.37

TABLE A2 - Existing Land Use (Subareas I to X)

EXISTING LAND USE																		
Sub Areas	Size of Subarea		Undeveloped		Developed		Residential		Commercial		Offices		Industrial		Public & Quasi-Public		Parks	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
I	595.10	9.41	180.93	30.40	414.17	69.60	248.96	41.83	38.60	6.49	36.49	6.14	74.75	12.56	9.83	1.65	5.54	0.93
II	500.65	7.91	194.37	38.82	306.28	61.18	235.81	47.10	3.99	0.80	-	-	1.29	0.26	58.93	11.77	6.26	1.25
III	398.45	6.30	182.07	45.69	216.38	54.31	191.95	48.17	1.90	0.48	0.78	0.20	5.81	1.46	11.49	2.88	4.45	1.12
IV	652.02	10.31	314.82	48.28	337.20	51.72	-	-	17.13	2.63	6.43	0.99	124.74	19.13	178.10	27.31	10.80	1.66
V	777.23	12.29	709.50	91.29	67.73	8.71	27.35	3.52	0.68	0.09	-	-	10.89	1.40	-	-	28.81	3.70
VI	434.96	6.87	400.74	92.13	34.22	7.87	7.14	1.64	12.43	2.86	-	-	5.48	1.26	9.17	2.11	-	-
VII	477.50	7.55	425.15	89.04	52.35	10.96	24.18	5.06	13.37	2.80	6.13	1.28	7.58	1.59	1.09	0.23	-	-
VIII	657.74	10.40	376.61	57.26	281.13	42.74	243.47	37.02	9.66	1.47	7.02	1.06	9.80	1.49	11.18	1.70	-	-
IX	575.37	9.09	390.20	67.82	185.17	32.18	150.18	26.10	10.95	1.90	3.22	0.56	7.29	1.27	13.53	2.35	-	-
X	1256.78	19.87	693.87	55.21	562.91	44.79	301.15	23.96	6.39	0.51	-	-	253.81	20.20	1.56	0.12	-	-
Total	6325.80	100	3868.26	61.15	2457.54	38.85	1430.19	22.61	115.10	1.82	60.07	0.95	501.44	7.93	294.88	4.66	55.86	0.88

TABLE A3 – Existing Land Use (Subareas XI to XVIII)

Sub Areas	Size of Subarea		Undeveloped		Developed		Residential		Commercial		Offices		Industrial		Public & Quasi-Public		Parks	
	EXISTING LAND USE																	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
XI	609.30	8.79	316.18	51.89	293.12	48.11	277.70	45.58	14.87	2.44	0.55	0.09	--	-	--	-	--	-
XII	132.85	1.92	61.57	46.35	71.28	53.65	30.90	23.26	7.46	5.61	8.44	6.35	21.32	16.05	3.16	2.38	--	-
XIII	1084.43	15.64	561.37	51.77	523.06	48.23	267.68	24.68	12.75	1.18	4.75	0.44	--	-	19.53	1.80	218.35	20.13
XIV	1091.71	15.75	932.35	85.40	159.36	14.60	73.55	6.74	22.65	2.08	15.2	1.39	34.85	3.19	13.11	1.20	--	-
XV	863.31	12.45	364.95	42.27	498.36	57.73	404.74	46.88	19.38	2.24	3.04	0.35	5.23	0.61	52.83	6.13	13.14	1.52
XVI	1352.64	19.51	871.15	64.40	481.49	35.60	398.23	29.44	14.37	1.06	3.64	0.27	5.89	0.44	43.14	3.19	16.22	1.20
XVII	652.84	9.42	537.76	82.37	115.08	17.63	96.27	14.75	9.06	1.39	--	-	--	-	--	-	9.75	1.49
XVIII	1146.13	16.52	1122.85	97.97	23.28	2.03	13.41	1.17	--	-	--	-	9.87	0.86	--	-	--	-
Total	6933.21	100	4768.18	68.77	2165.03	31.23	1562.48	22.54	100.54	1.45	35.62	0.51	77.16	1.11	131.77	1.90	257.46	3.72

TABLE A4 – U.S. 183 Frontage - Undeveloped Lot Characteristics

Lot-width Ranges	Number of lots		Frontage of lots	
	Number	%	Total feet	%
0-100	10	8.62	650	1.63
100-150	40	34.48	4,410	11.09
150-200	5	4.31	850	2.14
200-300	17	14.65	3,490	8.78
300-400	10	8.62	3,530	8.88
400-500	8	6.90	3,390	8.52
500-1000	18	15.52	12,730	32.01
1000-1500	5	4.31	5,760	14.48
1500 & over	3	2.59	4,960	12.47
Total	116	100.00%	39,770	100.00%

TABLE A5 – U.S. 183 Frontage - Developed-Undeveloped
Committed-Uncommitted

Characteristics of U.S. 183 Frontage (from R.M. 620 to MoPac)	Southside		Northside		Total	
	Feet	%	Feet	%	Feet	%
TOTAL FRONTAGE	40,320	100	40,320	100	80,640	100
DEVELOPED FRONTAGE	14,460	35.86	19,870	49.28	34,330	42.57
Residential - total	3,360	8.33	1,050	2.60	4,410	5.47
- in I-AA	720	1.78	150	0.37	870	1.08
- in LR, GR, C, etc.	2,640	6.55	900	2.23	3,540	4.39
Commercial - total	8,420	20.88	11,880	29.46	20,300	25.17
- in I-AA	1,420	3.52	6,520	16.17	7,940	9.85
- in LR, GR, C, etc.	7,000	17.36	5,360	13.29	12,360	15.32
Industrial - total	1,520	3.77	6,400	15.87	7,920	9.82
- in I-AA	460	1.13	2,510	6.22	2,970	3.68
- in LR, Gr, C or DL	1,060	2.63	3,890	9.65	4,950	6.14
Other - total	1,160	2.88	540	1.35	1,700	2.11
- in I-AA	1,160	2.88	--	--	1,160	1.44
- in GR, LR, C	--	--	540	1.35	540	0.67
STREETS & R.O.W.'s	3,250	8.06	3,290	8.15	6,540	8.11
UNDEVELOPED FRONTAGE	22,610	56.08	17,160	42.56	39,770	49.32
Commercially Zoned (LR,GR,C)*	10,200	25.30	4,180		14,380	17.83
Other zoning	--	--	--	--	--	--
I-AA Zoning	12,410	30.78	12,980	32.19	25,390	31.49
COMMITTED FRONTAGE	27,910	69.22	27,340	67.81	55,250	68.51
Developed Frontage	14,460	35.86	19,870	49.28	34,330	42.57
Zoned Frontage*	10,200	25.30	4,180	10.37	14,380	17.83
Streets & R.O.W.s	3,250	8.06	3,290	8.16	6,540	8.11
UNCOMMITTED FRONTAGE	12,410	30.78	12,980	32.19	25,390	31.49

*Does not include pending cases

TABLE A6 – Existing Population, Housing Units and Densities

EXISTING POPULATION AND HOUSING UNITS (1978)						
Area	Sub-Areas	Acres	Population	Housing Units	Population Density*	Housing Density**
Southern Portion	I	595.10	4,717	1,766	7.93	7.09
	II	500.65	3,940	1,322	7.87	5.61
	III	398.45	1,865	536	4.68	2.79
	IV	652.02	-	-	-	-
	V	777.23	116	44	0.15	1.61
	VI	434.96	30	10	0.07	1.40
	VII	477.50	100	34	0.21	1.41
	VIII	657.74	2,916	829	4.43	3.40
	IX	575 37	1,225	390	2.13	2.60
	X	1,256.78	1,202	383	0.96	1.27
Northern Portion	XI	609.30	1,371	457	2.25	1.65
	XII	132.85	138	46	1.04	1.49
	XIII	1,084.43	1,749	583	1.61	2.18
	XIV	1,091.71	471	157	0.43	2.13
	XV	863.31	4,500	1,500	5.21	3.71
	XVI	1,352.64	2,823	941	2.09	2.36
	XVII	652.84	444	148	0.68	1.54
	XVIII	1,146.13	60	20	0.05	1.49
TOTAL		13,259.01	27,667	9,166	2.09	3.06

*Population per gross acre. **Housing units per residential acre.

Source: Austin Planning Department estimates based upon aerial photography (February, 1978), 1976 Travis County Census, and utility hook-ups.

TABLE A7 – Projected Land use - 1985 (Summary of Subareas I to XVIII)

1985 PROJECTED LAND USE																		
	Size of Area		Undeveloped		Developed		Residential		Commercial		Offices		Industrial		Public & Quasi-Public		Parks	
Area	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
TOTAL	13,259.01	100.00	5636.18	42.51	7622.83	57.49	5046.51	38.06	570.34	4.31	249.98	1.88	772.85	5.83	535.58	4.04	447.47	3.37

TABLE A8 – Projected Land Use - 1985 (Subareas I to X)

1985 PROJECTED LAND USE																		
	Size of Area		Undeveloped		Developed		Residential		Commercial		Offices		Industrial		Public & Quasi-Public		Parks	
Sub-Area	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
I	595.10	9.41	153.02	25.71	442.08	74.29	248.96	41.83	55.60	9.35	37.40	6.29	84.75	14.24	9.83	1.65	5.54	0.93
II	500.65	7.91	78.43	15.67	422.22	84.33	309.13	61.74	29.49	5.89	17.12	3.42	1.29	0.26	58.93	11.77	6.26	1.25
III	398.45	6.30	88.80	22.29	309.65	77.71	265.01	66.51	19.11	4.79	3.78	0.95	5.81	1.46	11.49	2.88	4.45	1.12
IV	652.02	10.31	314.82	48.28	337.20	51.72	-	-	17.13	2.63	6.43	0.99	124.74	19.13	178.10	27.31	10.80	1.66
V	777.23	12.29	213.55	27.48	563.68	72.52	321.37	41.35	96.52	12.42	77.38	9.95	10.89	1.40	4.71	0.61	52.81	6.79
VI	434.96	6.87	302.97	69.65	131.99	30.35	77.14	17.74	29.93	6.88	5.00	1.15	10.75	2.47	9.17	2.11	-	-
VII	477.50	7.55	216.15	45.27	261.35	54.73	212.18	44.43	23.87	5.00	16.63	3.48	7.58	1.59	1.09	0.23	-	-
VIII	657.74	10.40	169.80	25.82	487.94	74.18	338.79	51.51	47.16	7.17	7.02	1.06	9.80	1.49	18.68	2.84	66.49	10.11
IX	575.37	9.09	247.91	43.09	327.46	56.91	266.01	46.23	24.70	4.29	10.93	1.90	7.29	1.27	13.53	2.35	5.00	0.87
X	1256.78	19.87	449.08	35.73	807.70	64.27	360.94	28.72	6.39	0.51	-	-	438.81	34.92	1.56	0.12	-	-
Total	6325.80	100	2234.53	35.32	4091.27	64.68	2399.53	37.93	349.90	5.53	181.69	2.87	701.71	11.10	307.09	4.86	151.35	2.39

TABLE A9 - Projected Land Use 1985 (Subareas XI to XVIII)

1985 PROJECTED LAND USE																		
Sub-Areas	Size of Area		Undeveloped		Developed		Residential		Commercial		Offices		Industrial		Public & Quasi-Public		Parks	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
XI	609.30	8.79	106.72	17.52	502.58	82.48	459.70	75.44	13.88	2.28	7.00	1.15	--	--	12.00	1.97	10.00	1.64
XII	132.85	1.92	49.39	37.18	83.46	62.82	30.90	23.26	10.14	7.63	9.44	7.10	29.82	22.45	3.16	2.38	--	--
XIII	1084.43	15.64	287.65	26.53	796.78	73.47	490.18	45.20	24.80	2.29	11.80	1.09	--	--	34.50	3.18	235.50	21.72
XIV	1091.71	15.75	630.90	57.79	460.81	42.20	330.55	30.28	61.13	5.60	20.59	1.89	35.43	3.24	13.11	1.20	--	--
XV	863.31	12.45	92.79	10.75	770.52	89.25	591.74	68.54	51.41	5.96	8.14	.94	--	--	102.83	11.91	16.40	1.90
XVI	1352.64	19.51	697.47	51.56	655.17	48.44	546.23	40.38	34.37	2.54	9.32	.69	5.89	.44	43.14	3.19	16.22	1.20
XVII	652.84	9.42	434.01	66.48	218.83	33.52	164.27	25.16	16.81	2.57	--	--	--	--	19.75	3.03	18.00	2.76
XVIII	1146.13	16.52	1102.72	96.21	43.41	3.79	33.41	2.92	8.50	0.75	1.50	.13	--	--	--	--	--	--
Total	6933.21	100.00	3401.65	49.06	3531.56	50.94	2646.98	38.18	221.04	3.19	67.79	0.98	71.14	1.03	228.49	3.29	296.12	4.27

TABLE A10 - Projected Population, Housing Units and Densities-1985

PROJECTED POPULATION AND HOUSING UNITS (1985)						
Area	Sub-Areas	Acres	Population	Housing Units	Population Density*	Housing Density **
Southern Portion	I	595.10	4,717	1,766	7.93	7.09
	II	500.65	5,602	1,903	11.19	6.16
	III	399.45	3,388	987	8.50	3.72
	IV	652.02	-	-	-	-
	V	777.23	2,003	793	2.58	2.47
	VI	434.96	1,790	621	4.12	8.05
	VII	477.50	1,310	463	2.74	2.18
	VIII	657.74	3,963	1,137	6.03	3.36
	IX	575.37	2,119	686	3.68	2.58
	X	1,256.78	1,954	632	1.55	1.75
Northern Portion	XI	609.30	1,627	542	2.67	1.18
	XII	132.85	138	46	1.04	1.49
	XIII	1,084.43	4,079	1,392	3.76	2.84
	XIV	1,091.71	2,665	919	2.44	2.78
	XV	863.31	9,258	3,152	10.72	5.33
	XVI	1,352.64	3,765	1,268	2.78	2.32
	XVII	652.84	1,020	348	1.56	2.12
	XVIII	1,146.13	146	50	.13	1.50
TOTAL		13,259.01	49,544	16,705	3.74	3.31

*Population per gross acre. **Housing units per residential acre.

Source: City of Austin projections based upon aerial photography (February 1978), infrastructure availability, subdivision activity, and utility hookups.

TABLE A11 - Projected Land Use 1995 (Summary of Subareas I to XVIII)

1995 PROJECTED LAND USE																		
Area	Size of Area		Undeveloped		Developed		Residential		Commercial		Offices		Industrial		Public & Quasi-Public		Parks	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
Total	13,259.01	100	2519.12	19.00	10,739.89	81.00	7077.80	53.38	892.61	6.73	423.13	3.19	930.80	7.02	859.08	6.48	556.47	4.20

TABLE A12 - Projected Land Use 1995 (Subareas I to X)

1995 PROJECTED LAND USE																		
Sub-Area	Size of Area		Undeveloped		Developed		Residential		Commercial		Offices		Industrial		Public & Quasi-Public		Parks	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
I	595.10	9.41	113.02	18.99	482.08	81.01	248.96	41.83	65.10	10.94	42.65	7.17	104.50	17.56	9.83	1.65	11.04	1.86
II	500.65	7.91	49.73	9.93	450.92	90.07	323.63	64.64	33.99	6.79	26.82	5.36	1.29	0.26	58.93	11.77	6.26	1.25
III	398.45	6.30	76.55	19.21	321.90	80.79	273.51	68.64	22.86	5.74	3.78	0.95	5.81	1.46	11.49	2.88	4.45	1.12
IV	652.02	10.31	207.12	31.77	444.90	68.23	--	--	21.63	3.32	16.43	2.52	139.94	21.46	256.10	39.27	10.80	1.66
V	777.23	12.21	167.05	21.49	610.18	78.51	321.37	41.35	116.52	14.99	80.88	10.41	10.89	1.40	14.71	1.89	65.81	8.47
VI	434.96	6.87	152.97	35.17	281.99	64.83	77.14	17.74	29.93	6.88	5.00	1.15	10.75	2.47	159.17	36.59	--	--
VII	477.50	7.55	164.65	34.48	312.85	65.52	239.68	50.19	26.37	5.52	19.63	4.11	10.58	2.21	8.59	1.79	8.00	1.70
VIII	657.74	10.40	31.85	4.84	625.89	95.16	429.04	65.23	68.86	10.47	8.02	1.22	9.80	1.49	18.68	2.84	91.49	13.91
IX	575.37	9.09	90.41	15.71	484.96	84.29	384.01	66.75	42.20	7.33	26.93	4.68	7.29	1.27	13.53	2.35	11.00	1.91
X	1256.78	19.87	264.58	21.05	992.20	78.95	468.94	37.31	42.89	3.41	25.00	1.99	438.81	34.92	11.56	0.92	5.00	0.40
TOTAL	6325.80	100	1317.93	20.83	5007.87	79.17	2766.28	43.73	470.35	7.44	255.14	4.04	739.66	11.69	562.59	8.89	213.85	3.38

TABLE A13 - Projected Land Use 1995 (Subareas XI to XVIII)

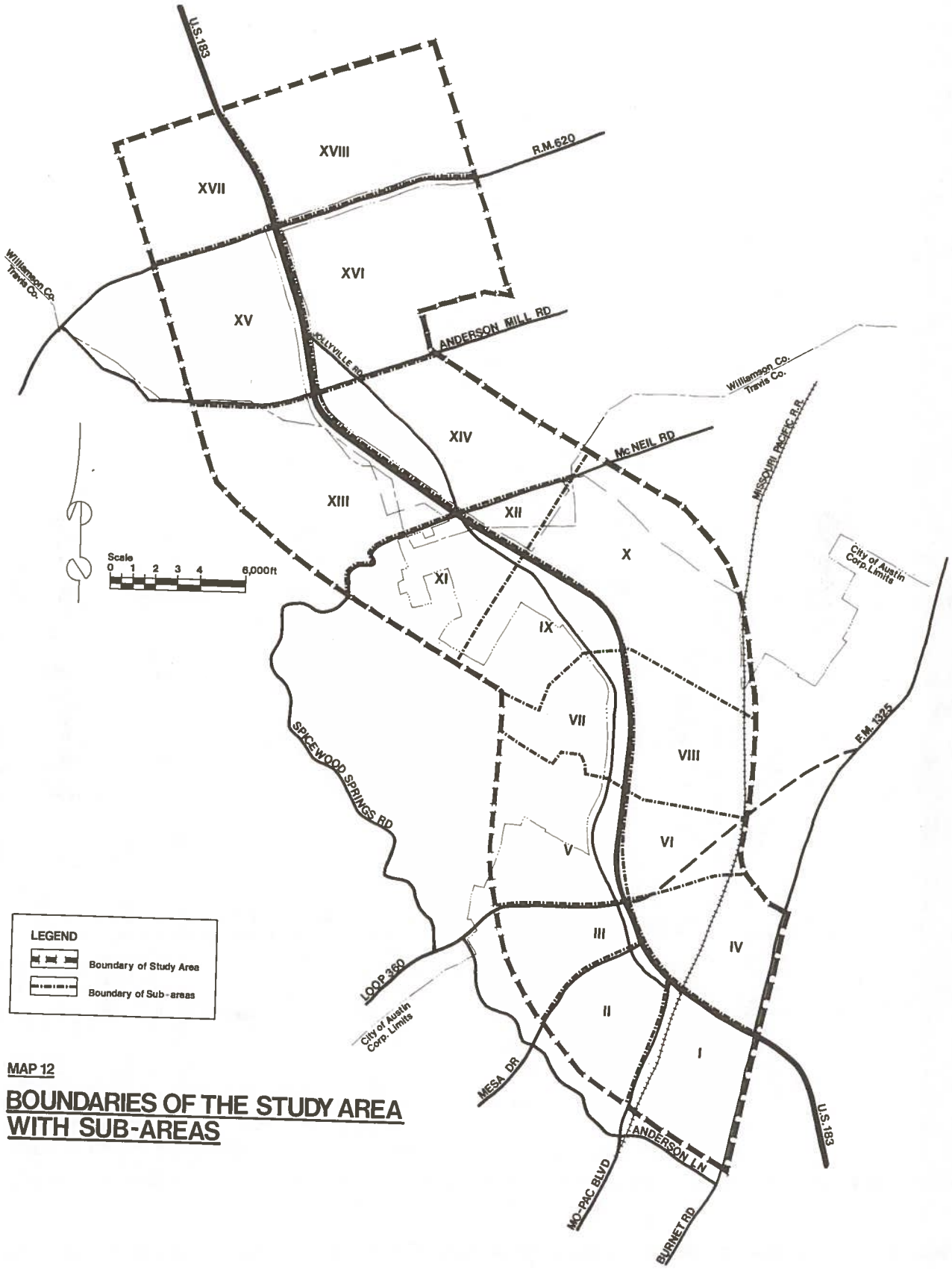
1995 PROJECTED LAND USE																		
	Size of Area		Undeveloped		Developed		Residential		Commercial		Offices		Industrial		Public & Quasi-Public		Parks	
Sub-Areas	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
XI	609.30	8.79	84.22	13.82	525.08	86.18	482.20	79.14	13.88	2.28	7.00	1.15	-	-	12.00	1.97	10.0	1.64
XII	132.85	1.92	42.89	32.28	89.96	67.72	30.90	23.26	16.64	12.53	9.44	7.10	29.82	22.45	3.16	2.38	-	-
XIII	1084.43	15.64	135.15	12.46	949.28	87.54	610.18	56.27	41.30	3.81	17.80	1.64	-	-	44.50	4.10	235.50	21.72
XIV	1091.71	15.75	179.23	16.42	912.48	83.58	681.22	62.40	77.63	7.11	44.59	4.08	72.43	6.63	29.11	2.67	7.50	.69
XV	863.31	12.45	38.79	4.49	824.52	95.51	616.74	71.44	57.91	6.71	20.64	2.39	-	-	102.83	11.91	26.40	3.06
XVI	1352.64	19.51	267.29	19.76	1085.35	80.24	869.21	64.26	88.37	6.53	27.52	2.04	25.89	1.91	43.14	3.19	31.22	2.31
XVII	652.84	9.42	129.36	19.81	523.48	80.19	391.70	59.99	49.03	7.51	20.00	3.06	15.00	2.30	29.75	4.57	18.00	2.76
XVIII	1146.13	16.52	324.26	28.29	821.87	71.71	629.37	54.92	77.50	6.76	21.00	1.83	48.00	4.19	32.00	2.79	14.00	1.22
Total	6933.21	100	1201.19	17.33	5732.02	82.67	4311.52	62.19	422.26	6.09	167.99	2.42	191.14	2.75	296.49	4.28	342.62	4.94

TABLE A14 - Projected Population, Housing and Densities - 1995

PROJECTED POPULATION AND HOUSING UNITS (1995)						
Area	Sub-Areas	Acres	Population	Housing Units	Population Density*	Housing Density**
Southern Portion	I	595.10	4,717	1,766		7.09
	II	500.65	5,896	2,010	11.78	6.21
	III	398.45	3,457	1,080	8.68	3.95
	IV	652.02	-	-	-	-
	V	777.23	2,003	793	2.58	2.47
	VI	434.96	1,790	621	4.12	8.05
	VII	477.50	1,716	608	3.59	2.54
	VIII	657.74	5,632	1,733	8.56	4.04
	IX	575.37	5,666	1,976	9.85	5.15
	X	1,256.78	3,769	1,292	3.00	2.76
Northern Portion	XI	609.30	2,161	786	3.55	1.63
	XII	132.85	138	46	1.04	1.49
	XIII	1,084.43	6,325	2,194	5.83	3.60
	XIV	1,091.71	6,955	2,762	6.37	4.05
	XV	863.31	10,083	3,452	11.68	5.60
	XVI	1,352.64	8,489	2,955	6.28	3.40
	XVII	652.84	3,171	1,133	4.86	2.89
	XVIII	1,146.13	7,655	2,732	6.68	4.34
TOTAL		13,259.01	79,623	27,939	6.0	3.95

*Population per gross acre. **Housing units per residential acre.

Source: City of Austin projections based upon aerial photography (February 1978), infrastructure availability, subdivision activity, and utility hookups.



MAP 12

BOUNDARIES OF THE STUDY AREA WITH SUB-AREAS

MEMORANDUM

Date: June 14, 2021
To: Bobak J Tehrany, P.E. (BOE)
CC: Sangeeta Jain, AICP
Philip Utubor, EIT
Reference: US 183 and Duval Office Complex – TIA Final Memo (SP-2021-0109C)

Summary of the Transportation Impact Analysis (TIA):

The Transportation Development Services Division (within the Austin Transportation Department, ATD) reviewed the December 2020 traffic impact analysis report (received December 18, 2020) regarding the "US 183 and Duval Office Complex" development, prepared by BOE. The proposed development will consist of 1,521,738 SF of General Office and 10,000 SF of retail and is located at 11705 Research Blvd, as shown in Figure 1. The development is anticipated to complete construction in 2028.

The following is a summary of the review findings and recommendations:

1. A Fee-in-lieu contribution to the City of Austin shall be made for the improvements identified in Table 2a, totaling **$318,750**, before the site development permit is issued.
2. Design and construction of the improvements identified in Table 2b shall be part of the site development application. No temporary Certificate of Occupancy (TCO) or Certificate of Occupancy (CO) for Phase I shall be issued until the construction of the bike improvements is complete. No TCO or CO for Phase II shall be given until the construction of signal improvements is complete.
3. The applicant is required to achieve a vehicle trip reduction as described in Table 1. The applicant commits to implement the Transportation Demand Management measures to achieve the identified reduction.
4. Development of this property should not vary from the approved uses or deviate from the approved intensities and estimated traffic generation assumptions within the finalized TIA document, including land uses, trip generation, trip distribution, traffic controls, driveway locations, and other identified conditions. Any change in the assumptions made in the approved TIA document that this memo references shall be reviewed by ATD and may require a new or updated TIA/addendum.
5. A final copy of the TIA should be delivered to ATD (digitally) to act as the copy of record.
6. City staff reserves the right to reassign any or all the above monies to one or more of the identified improvements as it deems appropriate.

7. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of the traffic counts in the TIA or the date of this memo, whichever comes first, after which a revised TIA or addendum may be required.
8. Street Impact Fee Ordinances 20201220-061 [https://www.austintexas.gov/edims/document.cfm?id=352887] and 20201210-062 [https://www.austintexas.gov/edims/document.cfm?id=352739] have been adopted by City Council and are effective as of December 21, 2020. The City shall start collecting street impact fees with all building permits issued on or after June 21, 2022. For more information please visit the Street Impact Fee website [austintexas.gov/streetimpactfee].

Figure 1 - Site Location Map

Site Location and Existing Conditions:

The site is currently occupied by a 201,645 SF General Office complex. The proposed mixed-use development will utilize two (2) driveways for site access, as detailed below:

- Driveway A (Private) - Full access along US 183 Northbound Frontage Rd
- Driveway B (Private) - Full access along W Cow Path

Assumptions:

1. A 4.5% trip reduction was taken because of the TDM measures proposed by the applicant.
2. Based on TxDOT AADT volume data, a one (1) percent annual growth rate was assumed to account for the increase in background traffic.
3. No background projects were identified in the vicinity of the site.
4. The project will be completed in seven (7) phases:
    - Phase 1 (2022) – 271,739 SF General Office
    - Phase 2 (2023) – 271,739 SF General Office
    - Phase 3 (2024) – 271,739 SF General Office
    - Phase 4 (2025) – 271,739 SF General Office
    - Phase 5 (2026) – 271,739 SF General Office
    - Phase 6 (2027) – 271,739 SF General Office
    - Phase 7 (2028) – 10,000 SF Retail

Proposed Conditions:

Trip Generation and Land Use

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition), the development would generate approximately 16,136 unadjusted average daily trips (ADT) upon final build-out.

Due to the significant number of vehicle trips and the anticipated traffic load on the roadway network, the applicant committed to a Transportation Demand Management (TDM) Plan to

Table 1: Trip Generation

Proposed Land Use		Size / Unit		24-Hour Two Way Volume	AM Peak Hour	PM Peak Hour
710	General Office	1,521,738	SF	14,880	1,457	1,513
820	Retail	10,000	SF	1,256	10	99
Total Unadjusted Trips				**16,136**	**1,467**	**1,612**
TDM Reduction (4.5%)				*(726)*	*(66)*	*(73)*
Existing Trips				*(2,095)*	*(216)*	*(222)*
Total Adjusted Trips				**13,315**	**1,185**	**1,317**

reduce their site vehicle trips by 4.5%. Table 1 shows the adjusted trip generation after applying TDM reductions and reductions for existing site trips.

Transportation Demand Management (TDM)

The applicant has committed to a 4.5% TDM reduction to meet vehicle trip reduction targets. In the TDM plan, the applicant identified several measures that could be implemented with the site to achieve the vehicle trip reduction.

The applicant identified the following key TDM measures that may be used to achieve the 4.5% TDM reduction target:

- Bicycle Parking
- Showers & Lockers
- Bicycle Repair Station
- Telecommuting
- TMA Membership

No specific TDM measures are currently being proposed, however, individual site plans and phases of construction will provide proposals for specific TDM measures the developer will take. Each phase will need to provide documentation and proof in any memos claiming compliance with this TIA memo to support the 4.5% TDM reduction being granted. If proper TDM measures can be proven, the 4.5% reduction will be upheld, otherwise, individual proposed phases of development included under this memo may be subject to an increased impact fee. The determination will be made with each site plan submitted on this tract and may require additional mitigation or fee if an acceptable TDM plan cannot be provided.

Summary of Recommended Improvements

Table 2a: Recommended Improvements (Fee-in-Lieu)				
Intersection	**Improvement**	**Cost**	**Pro-Rata Share %**	**Pro-Rata Share $**
US 183 NBFR and Duval Rd	Extend Westbound Right-Turn Lane to 300ft (250/50)	$187,500	15.0%	$28,125
	Traffic Signal Timing Modifications	$6,250	100.0%	$6,250
Mopac SBFR & Duval Road	Extend Eastbound Right-Turn Lane to 800ft (700/100)	$187,500	10.0%	$18,750
	Install Southbound Left Turn Lane	$312,500	10.0%	$31,250
	Install Southbound Right-Turn Deceleration Lane	$187,500	10.0%	$18,750
	Signal Infrastructure Modifications	$125,000	10.0%	$12,500
	Traffic Signal Timing Modifications	$6,250.00	100.0%	$6,250
Mopac NBFR & Duval Road	Install Westbound Right-Turn Deceleration Lane	$187,500	13.0%	$24,375
	Signal Infrastructure Modifications	$125,000	13.0%	$16,250
	Traffic Signal Timing Modifications	$6,250	100.0%	$6,250
Duval Road & Angus Street	Pedestrian Hybrid Beacon	$150,000	100.0%	$150,000
			Total Share:	***$318,7500***

Table 2b: Recommended Improvements (Construction)		
Duval Road (W Cow Path – US 183 NBFR)	400 ft of protected Bike Lane on Duval Rd along property frontage per ASMP	To be constructed as part of the site plan
W Cow Path & Duval Road	Signalize as Continuous Green T-intersection	To be constructed as part of Phase II site plan

If you have any questions or require additional information, please contact me at (512) 974-7136.

Nathan Aubert, P.E.
Austin Transportation Department

PUBLIC HEARING INFORMATION

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

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

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

Written comments must be submitted to the board or commission (or the contact person listed on the notice) before the public hearing. Your comments should include the board or commission's name, the scheduled date of the public hearing, and the Case Number and the contact person listed on the notice. Correspondence and information submitted to the City of Austin are subject to the Texas Public Information Act (Chapter 552) and may be published online.

Case Number: C14-2020-0146
Contact: Sherri Sirwaitis, 512-974-3057
Public Hearing: September 30, 2021, City Council

Leonard Schlueter
Your Name (please print)

☐ **I am in favor**
☒ **I object**

12107 Conrad Rd
Your address(es) affected by this application (optional)

Leonard Schlueter — 9-16-2021
Signature — *Date*

Daytime Telephone (Optional): _____

Comments: There must be a 50' undisturbed area behind the houses on Conrad Rd. This is for privacy and protection of the wildlife.

City of Austin
SEP 20 2021
NHCD / AHFC

If you use this form to comment, it may be returned to:
City of Austin, Housing & Planning Department
Sherri Sirwaitis
P. O. Box 1088, Austin, TX 78767
Or email to:
sherri.sirwaitis@austintexas.gov

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Case Number: C14-2020-0146
Contact: Sherri Sirwaitis, 512-974-3057
Public Hearing: August 26, 2021, City Council

Leonard Schlueter
Your Name (please print)

☐ **I am in favor**
☒ **I object**

12102 Conrad Rd.
Your address(es) affected by this application (optional)

Leonard Schlueter — 8-12-2021
Signature — *Date*

Daytime Telephone (Optional): 512-258-6290

Comments: There must be a heigh Limit of 4 floors. no late night business. on property must have 50' no disturb zone on residence property line. Must have for privacy and to protect the wildlife

If you use this form to comment, it may be returned to:
City of Austin, Housing & Planning Department
Sherri Sirwaitis
P. O. Box 1088, Austin, TX 78767
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Case Number: C14-2020-0146
Contact: Sherri Sirwaitis, 512-974-3057
Public Hearing: August 26, 2021, City Council

Leonard Schlueter
Your Name (please print)

☐ **I am in favor**
☒ **I object**

12102 Conrad Rd.
Your address(es) affected by this application (optional)

Leonard Schlueter — 8-12-2021
Signature — *Date*

Daytime Telephone (Optional): 512-258-6290

Comments: There must be a height limit of 4 floors. No late night business on property. Must have a 50' no disturb area on property. Residences must have privacy and to protect the wild life.

If you use this form to comment, it may be returned to:
City of Austin, Housing & Planning Department
Sherri Sirwaitis
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Case Number: C14-2020-0146
Contact: Sherri Sirwaitis, 512-974-3057
Public Hearing: August 26, 2021, City Council

DAVID KERBOW
Your Name (please print)

☒ **I am in favor**
☐ **I object**

11910 RESEARCH BLVD
Your address(es) affected by this application (optional)

David Kerbow — 8-11-21
Signature — *Date*

Daytime Telephone (Optional): 512 968-6870

Comments: OWNER - CATFISH PARLOUR

City of Austin
AUG 17 2021
NHCD / AHFC

If you use this form to comment, it may be returned to:
City of Austin, Housing & Planning Department
Sherri Sirwaitis
P. O. Box 1088, Austin, TX 78767
Or email to:
Sherri.sirwaitis@austintexas.gov

EXHIBIT K

DRENNER GROUP

Amanda Swor
direct dial: (512) 807-2904
aswor@drennergroup.com

October 13, 2021

Ms. Rosie Truelove
Housing and Planning Department
City of Austin
Street-Jones Building
1000 E. 11th Street, Suite 200
Austin, TX 78702

Via Electronic Delivery

Re: 11705 Research Blvd. – Amending applicant summary letter for the 5.60-acre piece of property located at 11705 Research Blvd. in Austin, Travis County, Texas (the "Property")

Dear Ms. Truelove:

As representatives of the owner of the Property, we respectfully request that you accept this letter as a formal amendment to zoning case C14-2020-0146 11705 Research Blvd.

The original request for rezoning was from Limited Industrial Services – Conditional Overlay, LI-CO, to LI Limited Industrial services to remove the conditional overlays on the site. Throughout the rezoning process the applicant team has met with both Angus Valley Area Neighborhood Association (AVANA) and the Summit Oaks Neighborhood Association on the rezoning request. Both associations and the applicant have come to an agreement to maintain portions of the original conditional overlay on the Property.

Therefore, we respectfully request to amend the rezoning request on file to be from Limited Industrial Services – Conditional Overlay, LI-CO, to LI-CO Limited Industrial Services – Conditional Overlay to amend the conditional overlay. The original conditional overlay was established via Ordinance 900118-B as part of case C14-89-0009. This amended rezoning request proposes to *retain* these sections from the existing conditional overlay:

A. Item #2 of Part 2 of the conditional overlay: *Prohibited uses:*
    a. *Scrap and salvage services*
    b. *Convenience storage (mini-warehousing)*
    c. *Automotive rentals*
    d. *Automotive repair services*
    e. *Automotive sales*

f. *Automotive washing (automatic or mechanical)*
g. *Automotive washing (self service)*
h. *Resource extraction*
i. *Hotel-motel*
j. *Basic industry*
k. *Vehicle storage*

B. Item #3 of Part 2 of the conditional overlay: *The following uses are prohibited on approximately 1.67 acres in the rear portion of the property for a depth of 150 feet:*
   a. *General warehousing and distribution*
   b. *Equipment sales*
   c. *Equipment repair services*
   d. *Kennels*

This request proposes to *remove* these sections from the existing conditional overlay:

A. Item #1 of Part 2 of the conditional overlay: *No structure of any kind shall be built to a height greater than 40 feet above ground level of Property.*
B. Item #4 of Part 2 of the conditional overlay: *No site plan or building permit issuance if the development generates traffic exceeding the total traffic generation for the Property as specified in the Traffic Impact Analysis prepared by Watson, Hall, and Machemekl Transportation Engineering Consultants, Inc.*
C. Item #5 of Part 2 of the conditional overlay: *No building permit issuance until one of the following occurs:*
   a. *Release of site plan*
   b. *Award of construction contracts for US 183 roadway improvements*

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

Amanda Swor

cc: Joi Harden, Planning and Zoning Review Department *(via electronic delivery)*
Sherri Sirwaitis, Planning and Zoning Review Department *(via electronic delivery)*

SUMMIT OAKS
NEIGHBORHOOD ASSOCIATION

October 13, 2021

Mayor Steve Adler
P.O. Box 1088
Austin, TX 78767

Via Electronic Delivery

Re: Support for Rezoning Case C14-2020-0146

Dear Mayor Adler,

I am writing in support of the request to rezone the property owned by 3M Company at 11705 Research Blvd in Austin, Texas. Our neighborhood is adjoining the property and we have reached agreement with the applicant on a number of issues that will mitigate the impact of the eventual development:

1. Definition of "Residential Buffer Zone": The fifty foot (50') Residential Buffer Zone shown on the plat for Lot 1-A Resubdivision of a 35.207 Acre Portion of Lot 1 Research Park (Document 201200165 PRTCT) is defined as a fifty foot (50') wide vegetation buffer strip where native trees, shrubbery and grasses shall be preserved. The buffer zone shall be undisturbed with no pedestrian trails or picnic areas unless otherwise required by the City of Austin during the site development permit process. The buffer zone shall be maintained free of trash and litter. No encampments, tents, or other dwelling units are permitted and shall be promptly removed if they are constructed. Should utilities be installed in the easement area within the buffer zone, the area disturbed by installation of utilities or maintenance of fencing within the buffer zone will be followed by re-establishment of disturbed vegetation.
2. Extension of the 50' Residential Buffer Zone: The Residential Buffer Zone will extend to the area adjoining (east of) 12101 and 12101 ½ Conrad Rd (Lots 5A and 5B Block E Summit Oaks Subdivision).
3. Existing chain link fence on the eastern border of residential lots on Conrad Rd: The existing chain link fence will be maintained in good condition. Damage to the fence will be repaired promptly.
4. Conditional overlay restrictions on prohibited uses: The application for rezoning will be amended to request that restrictions on specific uses in zoning ordinance 900118-B Part 2, Items 2. and 3. are retained.
5. Sidewalk installation on Conrad Rd: A request will be made to approve a payment of fee (Austin City Code 25-6-354) instead of sidewalk installation on Conrad Rd.

6. Parking garage lighting: Spandrel panels will be installed to a height that blocks vehicular headlights. Motion sensor controls or similar light reduction techniques will be employed within the parking garage. Lights will have shielding to direct light away from the residential properties. Lighting will be designed to minimize dispersion of light at the property line.
7. Installation of utilities within the Residential Buffer Zone: Subject to requirements and approval of the utility providers, construction within the Residential Buffer Zone will be located to require as little clearing as possible in order to preserve existing vegetation. Disturbed areas will be replanted with native vegetation.

In exchange for this agreement, the Summit Oaks Neighborhood Association no longer opposes the rezoning and now supports the applicant's request regarding restrictions in the Conditional Overlay listed in PART 2 of Ordinance 900118-B:

- Remove Item 1; height restriction of 40',
- Retain Items 2 and 3; prohibited uses,
- Remove Item 4; restriction on total traffic generation, and
- Remove Item 5; conditions on issuance of building permit.

Sincerely,

Steven W. Schrader

Steven W. Schrader
President, Summit Oaks Neighborhood Association
12108 Conrad Rd
Austin, TX 78727
Steve-Schrader@austin.rr.com
512 250 5635

Cc: MacKenzie Kelly, Council Member, District 6
Thomas McGregor, Chief of Staff, District 6
Ashley Fisher, Senior Policy Advisor, Office of the Mayor
Kurt Cadena-Mitchell, Policy Advisor, District 10
Sherri Sirwaitis, Case Manager, Housing and Planning Department
Renee Johns, Senior Planner, Development Services Department
Amanda W. Swor, Drenner Group, PC
Brad Maples, Trammel Crow Company

From:	staceypeterson
To:	"Amanda Swor"; Sirwaitis, Sherri
Cc:	"Steve.Adler@austintexas.gov"; Harden, Joi; Kelly, Mackenzie; Sirwaitis, Sherri; McGregor, Thomas; "Steven Schrader"; "Amanda Swor"
Subject:	11705 Research Blvd. - Amendment request to zoning case C14-2020-0146 related to 5.6-acre parcel of property
Date:	Tuesday, October 12, 2021 11:54:17 PM
Attachments:	Amending Applicant Summary Letter 2021.10.12 v3 (003).pdf

*** External Email - Exercise Caution ***

Dear Mayor Adler and all concerned:

This note is to acknowledge that the Angus Valley Area Neighborhood Association agrees with the contents of the attached letter dated Oct. 12 authored by Amanda Swor. We agree with the proposed amendments to the conditional overlay request for this zoning case on the 5.6-acre parcel of property located at 11705 Research Blvd.

Thank you for considering our request.

Respectfully,

Stacey Peterson, President
Angus Valley Area Neighborhood Association
12300 Audane Dr.
Austin, TX 78727
512-250-9570

Copy to AVANA Board Members

From: Amanda Swor <>
Sent: Tuesday, October 12, 2021 4:33 PM
To: Sirwaitis, Sherri <Sherri.Sirwaitis@austintexas.gov>
Cc: Harden, Joi <Joi.Harden@austintexas.gov>; mackenzie.kelly@austintexas.gov; Steven Schrader <>; staceypeterson
Subject:

Hi Sherri,

Please find attached an applicant summary letter amending the rezoning request for Case C14-2020-0146, 11705 Research Boulevard, amending the conditional overlay request. As mentioned in the letter, we have been working with both the AVANA and Summit Oaks neighborhood associations. All three parties are in agreement with the proposed conditional overlays. I have included representatives from both organizations on this correspondence.

Please let me know if there is anything else I need to formally amend our request.

Thank you very much and have a great day!

Amanda W Swor, Director of Entitlements & Policy
Drenner Group, PC | 200 Lee Barton Drive | Suite 100 | Austin, TX 78704
512-807-2904 direct | 512-496-8573 cell | | www.drennergroup.com

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Angus Valley Area Neighborhood Association

October 13, 2021

The Honorable Steve Adler
Mayor of Austin Texas
P.O. Box 1088
Austin, TX 78767

Via Electronic Delivery

Re: Support for Rezoning Case C14-2020-0146

Dear Mayor Adler:

I am writing on behalf of the Angus Valley Area Neighborhood Association (AVANA) to support rezoning of the 5.6-acre parcel of the 3M property located at 11705 Research Blvd. in Austin, Texas. Our neighborhood adjoins the larger 3M campus; and in exchange for our support, the applicant has committed to the following which will mitigate the impact of the eventual development for the adjacent AVANA property owners.

1. Adjoining Fence. Upon commencement of construction on the Non-Zoning Property Parcel 1 and Non-Zoning Property Parcel 2, the Owner shall commence installation of an eight foot (8') tall, cedar material fence with overlapping pickets, located at the adjoining property line(s), on the Non-Zoning Parcel 1 and Non-Zoning Property Parcel 2 side of the existing eight foot (8') chain link fence that shall remain undisturbed, with the nice side of the fence facing the Angus Valley properties. Owner shall be responsible for maintenance of such fence.

2. Public Utility Easement Relocation. The Owner shall dedicate an additional five feet (5') of public utility easement on the Non-Zoning Property Parcel 1 and the Non-Zoning Property Parcel 2 such that the existing public utility easement on the Non-Zoning Property Parcel 1 and the Non-Zoning Property Parcel 2 is a total of twelve- and one-half feet (12.5'), subject to approval of third-party franchise utility providers, including Austin Energy.

3. Residential Buffer. The applicant shall maintain a residential buffer of fifty feet (50') from the residential properties on the Non-Zoning Property Parcel 1 as defined in the Plat recorded in Document Number 201200165. Such Residential Buffer Zone shown on the plat for Lot 1-A of the Resubdivision of a 35.207 Acre Portion of Lot 1, Research Park (Document 201200165 PRTCT) is defined as a fifty foot (50') wide vegetation buffer strip where native trees, shrubbery, and grasses shall be preserved. The Owner agrees to this interpretation of the residential buffer and shall maintain it in its natural state, undisturbed and free of encroachments including but not limited to any permanent or temporary structure, roadway, pedestrian trail, or picnic area unless otherwise required by the City of Austin during the site development permit process. Should utilities be installed in the easement areas, the area disturbed shall be promptly replanted with native trees, shrubbery and grasses and allowed to regrow in its natural state in accordance with applicable requirements and approvals of such utility providers.

A restrictive covenant will be drafted by Drenner Group, PC, and Trammel Crow Company for review and approval by AVANA to incorporate items 1, 2, and 3 above. The approved restrictive covenant will be filed with the Recording Division of the Clerk of Travis County, Texas. In addition, the three items above (fence, easement, buffer including definition) will be included on site plan SP-2021-0109C, currently under review by the City of Austin, on any future site development plans (permits), and on future plat notes.

In exchange for this agreement, the AVANA no longer opposes the rezoning in Case C14-2020-0146 and supports the applicant's proposed amendments for the rezoning request regarding restrictions in the Conditional Overlay listed in Part 2 of Ordinance 900118-B as part of case C14-89-0009:

- Remove Items 1: height restriction of 40',
- Retain Items 2 and 3: prohibited uses,
- Remove Item 4: restriction on site plan and building permit issuances based on missing traffic impact analysis (TIA) conducted in 1989, and
- Remove Item 5: conditions on issuance of building permit.

Sincere regards,

Stacey Peterson, President
Angus Valley Area Neighborhood Association
12300 Audane Dr.
Austin, TX 78727
Staceypeterson@juno.com
512-250-9570

cc: MacKenzie Kelly, Council Member, District 6
Thomas McGregor, Chief of Staff, District 6
Ashley Fisher, Senior Policy Advisor, Office of the Mayor
Kurt Cadena-Mitchell, Policy Advisor, District 10
Sherri Sirwaitis, Case Manager, Housing and Planning Department
Renee Johns, Senior Planner, Development Services Department
Amanda Swor, Drenner Group, PC
Brad Maples, Trammel Crow Company