

ZONING CHANGE REVIEW SHEET

Please note: These is a combined case report regarding two zoning requests.

CASE # 1: C14-2021-0157 -- 6600, 6702, 6704 & 6706 Regiene Road

DISTRICT: 1

ZONING FROM: LI-NP

TO: LI-PDA-NP

ADDRESS: 6600, 6702, 6704 & 6706 Regiene Road

SITE AREA: 4.26 acres

PROPERTIES OWNERS: Ira E. Regiene, Dorothy M. Regiene, Victoria Mae Gable, William John Regiene, Kathryn Ann Pool, and Laurie Lynn Alkie

AGENT: Drenner Group, PC (Leah Bojo)

CASE #2: C14-2021-0158 -- 6603 Regiene Road

DISTRICT: 1

ZONING FROM: SF-2-NP

TO: LI-PDA-NP

ADDRESS: 6603 Regiene Road

SITE AREA: 0.52 acres

PROPERTIES OWNER: Laurie Lynn Alkie

AGENT: Drenner Group, PC (Leah Bojo)

CASE MANAGER: Heather Chaffin (512-974-2122, heather.chaffin@austintexas.gov)

STAFF RECOMMENDATION:

**Staff supports the Applicant's request for rezoning to LI-PDA-NP, with the following condition:
A public restrictive covenant will be required for the associated TIA Memorandum.**

For a summary of the basis of staff's recommendation, see case manager comments on page 3.

PLANNING COMMISSION ACTION / RECOMMENDATION:

May 10, 2022: To grant LI-PDA-NP with conditions as recommended by staff, on consent.

April 26, 2022: To grant a postponement to May 10, 2022 as requested by staff, on consent.

March 8, 2022: To grant a postponement to April 26, 2022 as requested by staff, on consent.

CITY COUNCIL ACTION: TBD

ORDINANCE NUMBER:

ISSUES:

These two cases are part of a planned development area that will combine three tracts. The largest of these tracts was rezoned to LI-PDA-NP in January 2022 under City File # C14-2020-0150. The properties included in the current requests were put under contract after the C14-2020-0150 case was well underway. Because of that timing and the fact that one tract is separated by Regiene Road, the planned area is being processed as 3 separate zoning cases. The two rezoning cases addressed in this report are requesting the same PDA conditions as were granted to the C14-2020-0150 case when it was approved in January of this year. ***Please see Exhibit C- Related Tracts Exhibit.***

CASE MANAGER COMMENTS:

The subject properties are located east of Ed Bluestein Boulevard and north of the proposed Capital Metro Green Line rail right of way. The property being rezoned under City File # C14-2021-0157 is zoned LI-NP; the property being rezoned under City File # C14-2021-0158 is zoned SF-2-NP. Both properties are developed with a handful of single family residences. The property that was rezoned to LI-PDA-NP is immediately to the east. North of the property is undeveloped land zoned LI-NP. South and further east of the properties is the Walnut Creek Greenbelt, zoned P. Further south are residential properties zoned SF-2. Across Ed Bluestein Boulevard to the west is a mix of light industrial and commercial uses zoned CS-NP. ***Please see Exhibits A and B-Zoning Maps and Aerial Exhibit.***

Further north of the properties is the former Motorola campus that is zoned LI-PDA-NP. These properties were rezoned in 2020 as Zen Garden to allow increased building heights ranging from 120 to 400 feet on designated tracts. The tracts with greater height are located closest to Ed Bluestein Boulevard, and step back further east. The rezoning and proposed redevelopment of the properties allow a mix of office, commercial and light industrial land uses but does not permit residential land uses. The rezoning also permitted a reduction in parking to 50%.

The proposed rezonings include land use and site development standard changes that match those approved on the C14-2020-0150 rezoned property. Proposed land use changes include permitting all residential land uses and prohibiting some light industrial and commercial uses that are currently permitted on the LI-NP portion of the properties. Industrial uses to be prohibited include Basic industry, General warehousing and distribution, Resource extraction and Recycling center. Commercial uses to be prohibited include Kennels, Exterminating services and several other land uses. Brewery will be a permitted land use. The proposed changes to site development standards include changes to building height, floor to area ratio (FAR) and parking requirements. The Applicant proposes increasing the maximum building height from 60 feet to 275 feet and increasing the allowable FAR from 1:1 to 2:1. The Applicant also requests a parking reduction of 50%, which is greater than the 80% reduction allowed by Code. As stated in the Issues section of this report, these two cases are requesting the same conditions as the rezoning that was approved for C14-2020-0150 in January 2022. ***Please see Exhibit D-Proposed Development Standards.***

A Traffic Impact Assessment (TIA) was prepared in conjunction with the C14-2020-0150 rezoning and includes these properties as well. A public restrictive covenant binding these properties to the terms of the attached TIA memorandum will be required if the rezoning is granted. ***Please see Exhibit E- TIA Memorandum.***

Staff supports the rezoning request with the condition that the TIA memorandum be recorded in a public restrictive covenant for each case. The proposed rezoning would allow for a mixed use development that permits residential, office, commercial and some light industrial land uses. The requested rezonings prohibit several intense commercial and light industrial land uses that are currently permitted on the LI portion of the site. The proposed rezoning would allow a range of residential land uses that are not currently available in the area. The mix of land uses would provide a transition from the more intensive LI-PDA-NP properties to the north to the single family residential area to the south. The mix of permitted land uses would also provide the opportunity for housing and employment options, as well as access to goods and services not available in the area.

Staff did not support the request of 275 feet of building height on the related property that was rezoned to LI-PDA-NP on the western portion of the property when C14-2020-0150 was under review. Planning Commission and City Council supported and adopted the 275-foot height. The C14-2020-0150 property surrounds the properties under review, so for consistency and to reflect Council actions, Staff supports 275 feet of building height.

BASIS FOR RECOMMENDATION

1. *The proposed zoning should be consistent with the goals and objectives of the City Council.*
2. *Zoning should promote clearly-identified community goals, such as creating employment opportunities or providing for affordable housing.*

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
Site	LI-NP, SF-2-NP	Single family residential, Undeveloped
North	LI-NP, LI-PDA-NP	Undeveloped, Limited industrial, Office
South	P, SF-2	Walnut Creek Greenbelt, Single family residential
East	LI-PDA-NP, P	Undeveloped, Walnut Creek Greenbelt
West	CS-NP	Limited industrial and commercial uses

NEIGHBORHOOD PLANNING AREA: East MLK

TIA: *Please see Exhibit E- TIA Memorandum.*

WATERSHED: Boggy Creek (Urban)

NEIGHBORHOOD ORGANIZATIONS:

Austin Heritage Tree Foundation	Del Valle Community Coalition
Austin Neighborhoods Council	Friends of Austin Neighborhoods
Bike Austin	Imperial Valley Neighborhood Association
SEL Texas	Sierra Club, Austin Regional Group
FRS Properties Owners Association	Del Valle ISD
Austin ISD	
Lower Boggy Creek Neighborhood Association	
East MLK Combined Neighborhood Contact Team	

AREA CASE HISTORIES:

NUMBER	REQUEST	ZAP/PLANNING COMMISSION	CITY COUNCIL
C14-2021-0134 Hibbetts Road	SF-2-NP to SF-6-NP	April 12, 2022: To grant, on consent	TBD
C14-2020-0150 6501 and 6705 Regiene Road	SF-2-NP and LI-NP to LI-PDA-NP	November 9, 2021: No recommendation.	November 18, 2021: Grant on 1 st rdg only; January 24, 2022: to grant as requested on 2/3 rdgs
C14-2021-0032 Shelton Road	SF-2 to P	June 15, 2021: To grant, on consent	July 29, 2021: To grant, on consent
C14-2017-0148 Zen Garden	LI-NP to LI-PDA-NP	January 14, 2020: To grant with conditions	November 12, 2020: To grant with conditions
C14-2019-0137 Delwau RV Park	SF-2 to CS-MU-CO	January 7, 2020: To grant with conditions	January 23, 2020: To grant with conditions
C14-2018-0002 Delwau Campgrounds	SF-2 to CS-MU-CO and CS-1-MU-CO	May 15, 2018: To grant with conditions	August 23, 2018: To deny request
C14-2016-0017 Driveway Austin	GO to GR	August 2, 2016: To grant GR district zoning as recommended by staff, on consent.	September 22, 2016: To grant GR zoning as recommended by Staff, on consent.
C14-2011-0114 Southern Walnut Creek Hike & Bike Trail	CITY INITIATED SF-2 to P	October 18, 2011: To grant P as requested	November 3, 2011: To grant P as requested

EXISTING STREET CHARACTERISTICS:

Name	Existing ROW	ASMP Required ROW	Pavement	ASMP Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
Regiene Road	~48'-83'	50'	16'	1	No	No	No

ADDITIONAL STAFF COMMENTS:Environmental

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Boggie Creek Watershed of the Colorado River Basin, which is classified as an Urban Watershed by Chapter 25-8 of the City's Land Development Code.
2. Zoning district impervious cover limits apply in the Urban Watershed classification.
3. According to floodplain maps there is no floodplain within the project location.
4. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

5. Site specific information regarding vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands will be reviewed at time of site plan.

6. These site is required to provide on-site water quality controls (or payment in lieu of) for all development and/or redevelopment when 8,000 s.f. cumulative is exceeded, and on site control for the two-year storm. EV 02 LDC 25-8-604(A)(2) requires that a proposed development preserve the natural character to the extent feasible. In addition, ECM 1.4.4 requires construction phase controls that include minimizing the size of the disturbed area as well as preserving existing vegetation to the greatest extent feasible.

Site Plan

SP1. Site plans will be required for any new development other than single-family or duplex residential.

SP2. Any development which occurs in an SF-6 or less restrictive zoning district which is located 540 feet or less from property in an SF-5 or more restrictive zoning district will be subject to compatibility development regulations.

SP3. Any new development is subject to Subchapter E. Design Standards and Mixed Use.

Additional comments will be made when the site plan is submitted.

SP4. FYI: Additional design regulations will be enforced at the time a site plan is submitted.

COMPATIBILITY STANDARDS

SP5. The site is subject to compatibility standards due to the proximity of SF-2-NP zoned properties in the area. The following standards apply:

- ☐ No structure may be built within 25 feet of the property line.
- ☐ No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- ☐ No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- ☐ For a structure more than 100 feet but not more than 300 feet from property zoned SF-5 or more restrictive, height limitation is 40 feet plus one foot for each 10 feet of distance in excess of 100 feet from the property zoned SF-5 or more restrictive.
- ☐ For a structure more than 300 feet but not more than 540 feet from property zoned SF-5 or more restrictive, 60 feet plus one foot for each four feet of distance in excess of 300 feet from the property zoned SF-5 or more restrictive.
- ☐ No parking or driveways are allowed within 25 feet of the property line.
- ☐ Landscaping or screening is required along the west property line in accordance with the screening requirements (Section 25-2-1006 and ECM 2.9.1.), Parking Design Standards (Section 25-6-563) and/or Screening Standards (Section 25.2.1066) to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.
- ☐ An intensive recreational use, including a swimming pool, tennis court, ball court, or playground, may not be constructed 50 feet or less from property in an SF-5 or more restrictive zoning district.

AIRPORT OVERLAY

SP6. FYI – This site is located within the Austin-Bergstrom Airport Controlled Compatible Land Use Area Overlay. No use will be allowed that can create electrical interference with navigational signals or radio communications between airport and aircraft, make it difficult for pilots to distinguish between the airport lights and others, result in glare in the eyes of

pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft intending to use the Austin-Bergstrom Airport. Height limitations and incompatible uses with each Airport Overlay zone are established in the Airport Overlay Ordinance.

Parks & Recreation

PR1: Parkland dedication will be required at the time of subdivision or site plan application for new residential units proposed by this rezoning, multifamily with LI-PDA, per City Code § 25-1-601, as amended. Within the context of the other, related LI-PDA rezoning applications, namely C14-2020-0150, C14-2021-0157 and C14-2021-0158, the intensity of the proposed residential use in this entire development creates a need for over six acres of additional parkland, per requirements described in § 25-1-602; when over six acres, parkland must be dedicated – see § 25-1-605 (A)(2)(a). As such, land dedication shall be required, unless the land available for dedication does not comply with the standards for dedication. Any remaining fees in-lieu after dedication shall also be required. Should there be any remaining fees in-lieu, those fees shall be used toward park investments in the form of land acquisition and/or park amenities within the surrounding area, per the Parkland Dedication Operating Procedures § 14.3.11 and City Code § 25-1-607 (B)(1) & (2). If the applicant wishes to discuss parkland dedication requirements in advance of site plan or subdivision applications, please contact this reviewer:

thomas.rowlinson@austintexas.gov.

Transportation

The site is required to comply with the TIA and final memo associated with C14-2020-0150. ATD recommends a Restrictive Covenant tying this site to the TIA for C14-2020-0150. The TIA may require amending at the time of site plan review.

The Austin Strategic Mobility Plan (ASMP), adopted 04/11/2019, identifies Regiene Road as a Level 1 roadway; some additional right-of-way may be required at the time of subdivision or site plan.

The applicant has proposed a code modification to LDC 25-6, Appendix A in order to allow up to a 50% reduction to the minimum off-street parking requirements. ATD does not object to this modification request.

Name	Existing ROW	ASMP Required ROW	Pavement	ASMP Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
Regiene Road	~48'-83'	50'	16'	1	No	No	No

Water Utility

AW1. 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.

Based on current public infrastructure configurations, it appears that service extension requests (SER) will be required to provide service to this lot. For more information pertaining to the Service Extension Request process and submittal requirements contact the Austin Water SER team at ser@austintexas.gov.

The landowner must pay the City inspection fee with the utility construction. The landowner must

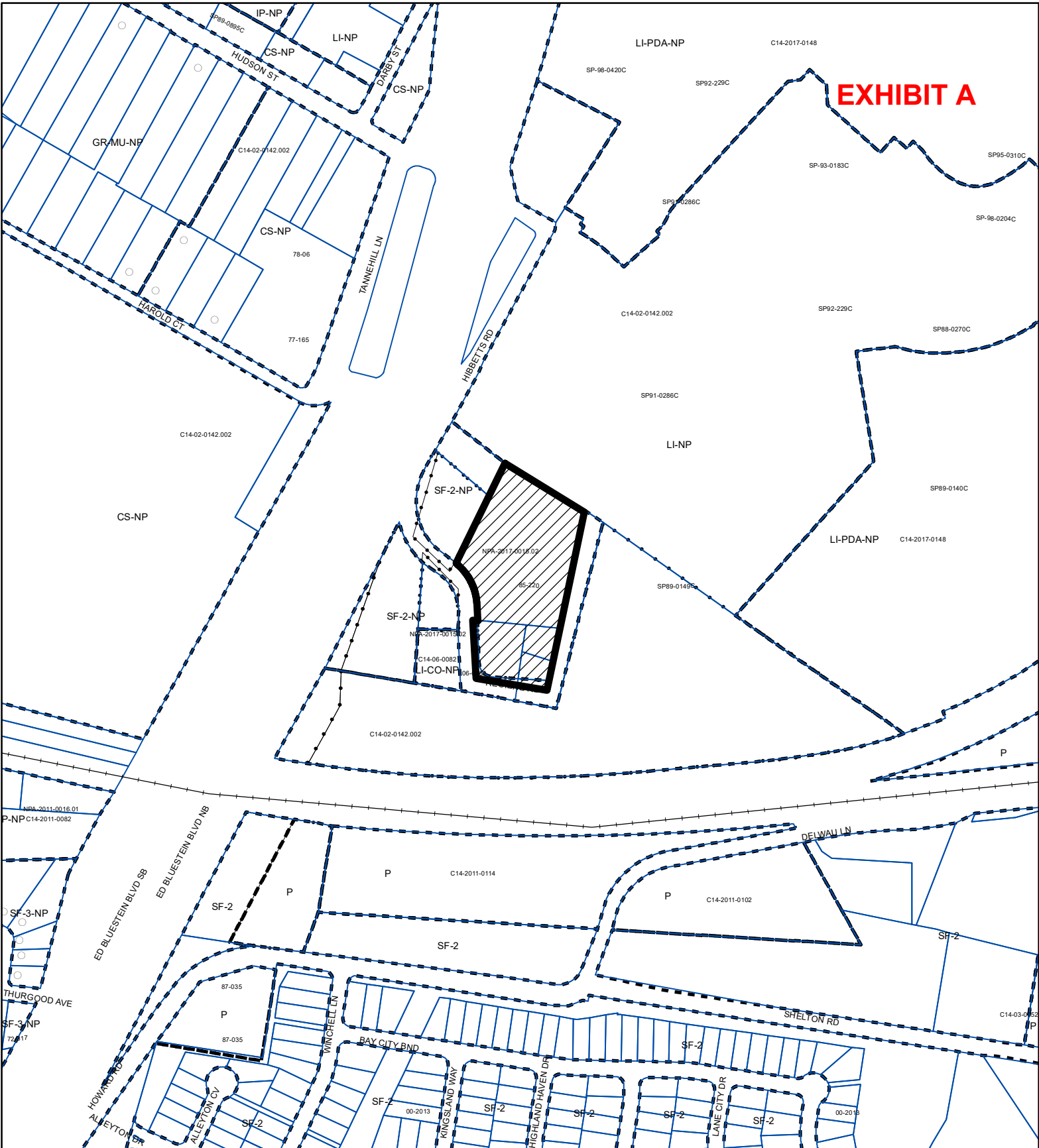
pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

AW2. Service Extension Requests will be required for City wastewater service. City records indicate the site is served by an On-Site Sewage Facility (OSSF). The owner must connect the site to city wastewater service through the cutover process. For more information pertaining to the wastewater cutover process, contact the AW OSSF team at OSSF@austintexas.gov or call (512)-972-0050. The cutover process may also initiate a required review by the Industrial Waste Division and/or the Cross Connection Division depending on building usage.

INDEX OF EXHIBITS TO FOLLOW

- A: Zoning Maps
- B. Aerial Exhibit
- C. Related Tracts Exhibit
- D. Proposed Development Standards
- E. TIA Memorandum




EXHIBIT A



ZONING

ZONING CASE#: C14-2021-0157



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

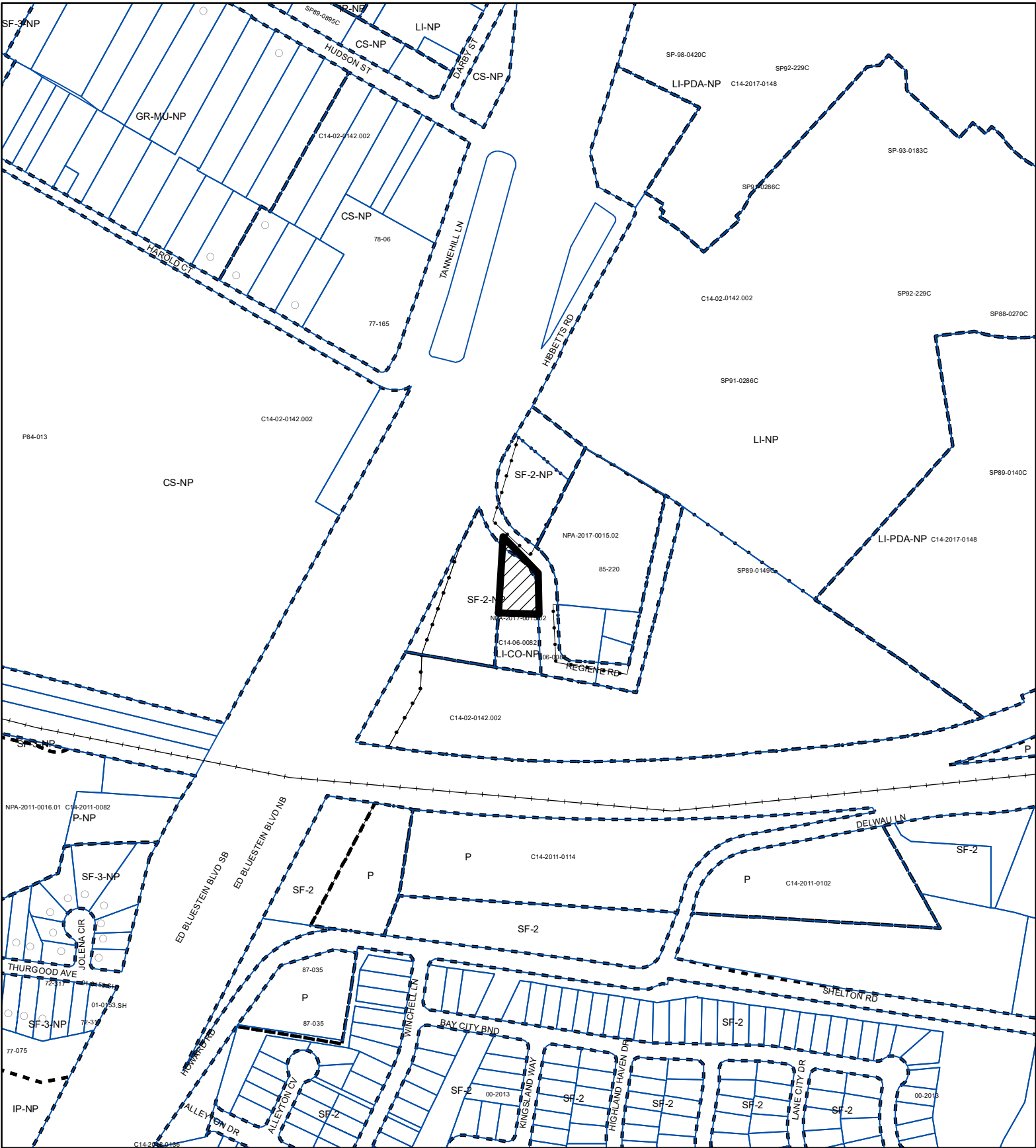
1" = 400'

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.

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ZONING

ZONING CASE#: C14-2021-0158



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

1" = 400'

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Created: 9/22/2021



Property Profile

Legend **EXHIBIT B**

- Zoning Review Cases- IN REV
- Zoning Text



0.1 0 0.04 0.1 Miles

NAD_1983_StatePlane_Texas_Central_FIPS_4203_Feet

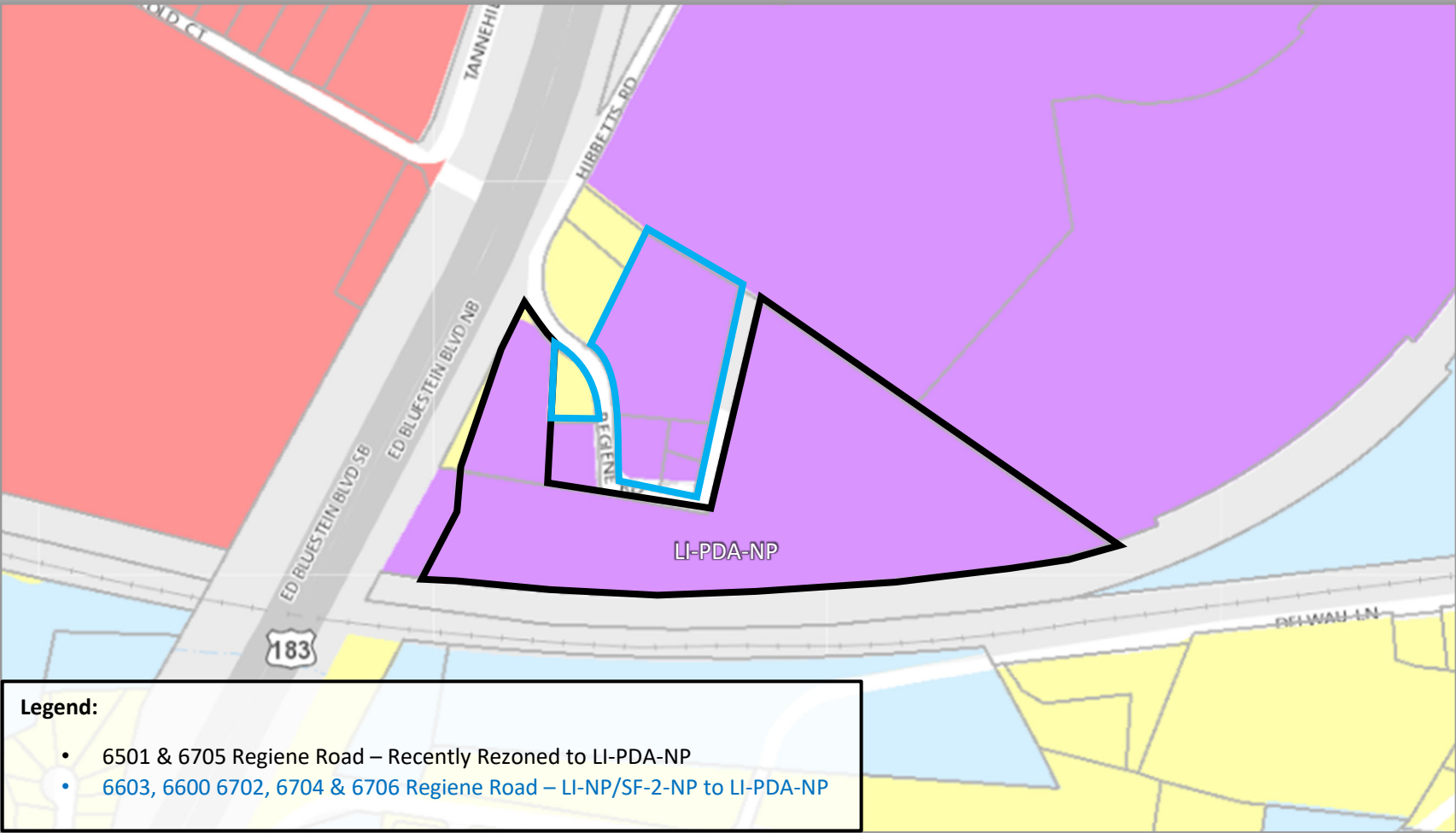
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Notes

Regiene Road Parcels

Zoning:



Regiene Road LI-PDA Development Standards

Site-Wide Development Standards

The following development standards are proposed for all development across the site:

Max. Height:	275'
Max. FAR:	2:1
Max. Impervious Cover:	80%
Building Coverage:	75%
Min. Setbacks	
- Front Yard:	0 feet
- Street Side Yard:	0 feet
- Interior Side Yard:	0 feet
- Rear Yard:	0 feet
Parking Reduction:	Allow up to a 50% reduction to the minimum off-street parking requirements of §25-6, Appendix A.

Permitted and Conditional Residential Uses

- | | |
|-----------------------------------|---|
| • Bed & Breakfast (Group 1) | • Retirement Housing (Large Site) (Conditional) |
| • Bed & Breakfast (Group 2) | • Single-Family Attached Residential |
| • Condominium Residential | • Single-Family Residential |
| • Duplex Residential | • Townhouse Residential |
| • Group Residential | • Two-Family Residential |
| • Multifamily Residential | • Short -Term Rental* |
| • Retirement Housing (Small Site) | |

* Standards in LDC §25-2-491, Zoning Land Use Summary Table, for Austin City Code apply.

Permitted and Conditional Commercial Uses

- | | |
|---|--|
| • Administrative and Business Offices | • Medical Offices -- exceeding 5000 sq. ft. gross floor area |
| • Art Gallery | • Medical Offices -- not exceeding 5000 sq. ft. gross floor area |
| • Art Workshop | • Off-Site Accessory Parking* |
| • Business or Trade School | • Outdoor Entertainment (conditional) |
| • Business Support Services | • Pedicab Storage and Dispatch |
| • Commercial Off-Street Parking | • Personal Improvement Services |
| • Communications Services | • Personal Services |
| • Consumer Convenience Services | • Pet Services |
| • Convenience Storage – not exceeding 20,000 SF | • Plant Nursery |
| • Financial Services | • Printing and Publishing |
| • Food Preparation | • Professional Office |
| • Food Sales | • Research Services |
| • General Retail Sales (Convenience) | • Restaurant (General) |
| • General Retail Sales (General) | • Restaurant (Limited) |
| • Hotel-Motel | • Service Station |
| • Indoor Entertainment | • Software Development |
| • Indoor Sports and Recreation | • Theater |
| • Liquor Sales (conditional) | |

Regiene Road LI-PDA Development Standards

* Standards in LDC §25-2-491, Zoning Land Use Summary Table, for Austin City Code apply.

Permitted and Conditional Industrial Uses

- Custom Manufacturing
- Limited Warehousing and Distribution

Permitted and Conditional Agricultural Uses

- Community Garden
- Indoor Crop Production
- Urban Farm

Permitted and Conditional Civic Uses

- Club or Lodge (conditional)
- College and University Facilities
- Communication Service Facilities
- Community Events*
- Community Recreation (Private)
- Community Recreation (Public)
- Congregate Living
- Counseling Services
- Cultural Services
- Day Care Services (Commercial)
- Day Care Services (General)
- Day Care Services (Limited)
- Employee Recreation
- Group Home, Class I (General)
- Group Home, Class I (Limited)
- Group Home, Class II
- Local Utility Services
- Religious Assembly
- Residential Treatment
- Safety Services
- Telecommunication Tower*
- Transitional Housing (conditional)
- Transportation Terminal (conditional)

* Standards in LDC §25-2-491, Zoning Land Use Summary Table, for Austin City Code apply.

Additional Requirement for Certain Uses

- Light manufacturing use is a prohibited use on the Property, excluding a brewery as the principal use of the Property. A brewery as a principal use on the Property shall require no minimum square feet of gross floor area of the principal developed use.
- Section 25-2-492 (Site Development Regulations) is modified to require when the principal use of the Property is a brewery a 50-foot-wide building setback shall be established and maintained where the brewery use abuts any residential land use.



MEMORANDUM

Date: September 10, 2021
To: Ravali Kosaraju, P.E., PTOE, WGI Engineering
CC: Bryan Golden, Jayesh Dongre
Austin Transportation Department
Kate Clark, Housing and Planning Department
Reference: Regiene Road – 6501 & 6705 Regiene Road
6600,6702,6704 & 6706 Regiene Road and
6603 Regiene Road
Transportation Impact Analysis Final Memo
C14-2020-0150

Summary of the Transportation Impact Analysis (TIA):

The Austin Transportation Department (ATD) has reviewed the *“Traffic Impact Analysis for Regiene Road Rezoning in Austin, Texas”* dated December 11, 2020 and subsequent updates received on June 14, 2021, and July 28, 2021 prepared by WGI Engineering. The Regiene Road Rezoning TIA and all amendments thereto are collectively referred to herein as the “TIA”. The proposed development is located on the southeast corner of Regiene Road and Hibbetts Road in Austin, shown in Figure 1 below.

The proposed project would consist of up to 742 Dwelling Units of Mid-Rise Multifamily Housing, 470,000 square feet of General Office, 35,000 square feet of Retail Shopping Center, and 30,00 square feet of High-Turnover (Sit-Down) Restaurant. For the purposes of the analysis, Applicant’s assumption is that the half of the buildout will be developed in the first phase and the other half in the second phase, with 371 dwelling units of Mid-Rise Multifamily Housing, 235,000 square feet of General Office, 17,500 square feet of Retail Shopping Center, and 15,000 square feet of High-Turnover (Sit-Down) Restaurant space in each phase.

The existing site is vacant. The project will be built in two (2) phases. It is anticipated that Phase I of the Project will be completed by 2023, while the full buildout of the Project will be completed by 2028.

Below is a summary of our review findings and recommendations:

1. The applicant shall design and construct the improvements identified in Table 2a below and in Figure 2 prior to issuance of a temporary certificate of occupancy (TCO) or certificate of occupancy (CO) at the time of the first site development permit.
2. A fee-in-lieu contribution to the City of Austin shall be made for the improvements identified in Table 2b totaling \$220,416 prior to issuance of the first site development permit. Figure 3 below shows the associated transportation mitigation locations.

3. City of Austin staff reserves the right to reassign any or all the funding to one or more of the improvements identified in the TIA. Note: Cost estimates should not be assumed to represent the maximum dollar value of improvements the applicant may be required to construct.
4. 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.
5. The findings and recommendations of the TIA included in this memo are based on the land use, intensity, associated traffic information and analyses and phasing of the development considered in the TIA. Should any of these assumptions change, the applicant may need to complete a new TIA, or update the TIA as required by code at the time of site plan application.
6. 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].

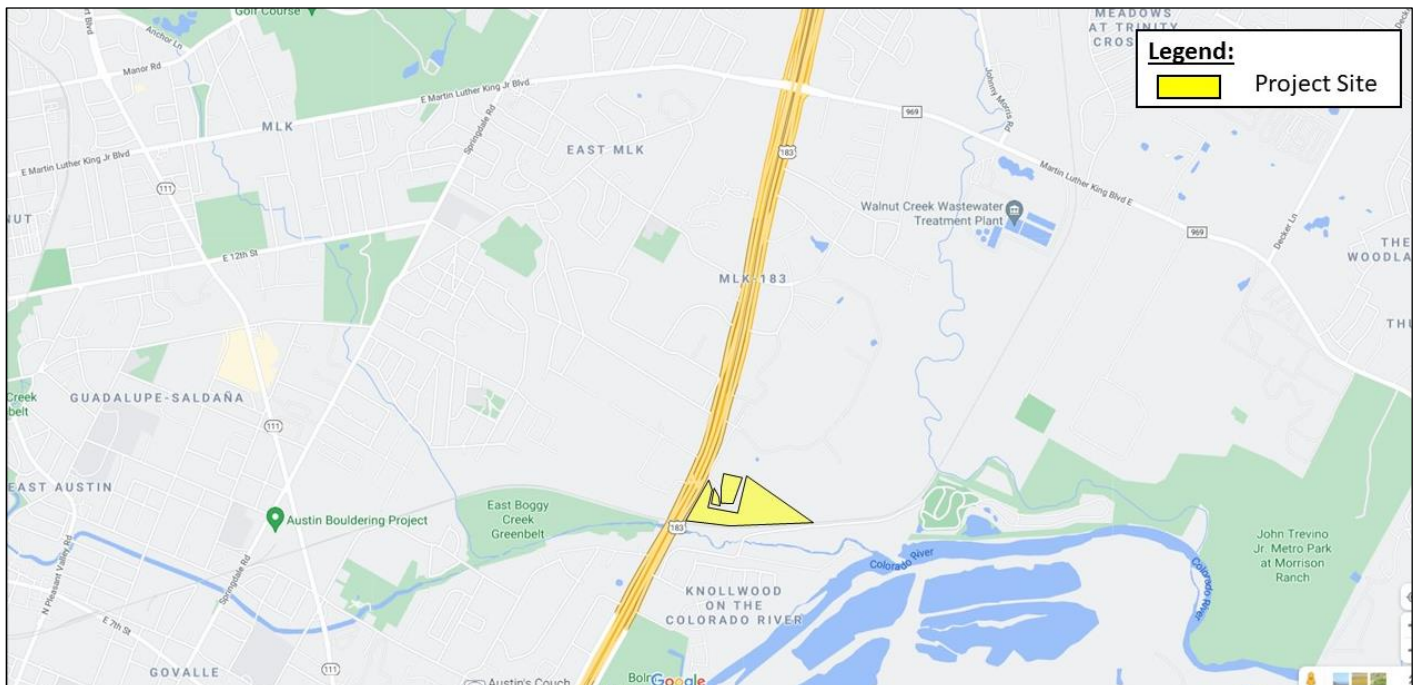
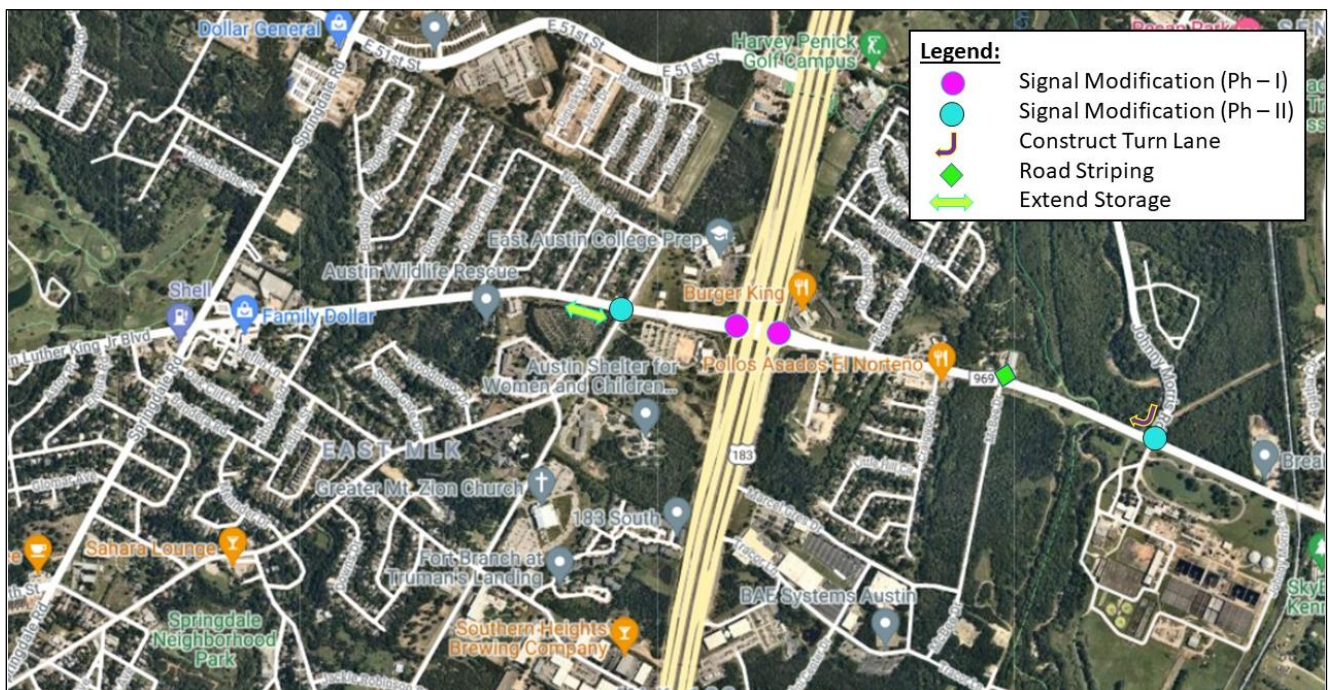


Figure 1: Site Location



Assumptions:

1. The TIA assumes that the first phase of the project will be completed in 2023 and full buildout by 2028.
2. The project will have two access points: the primary driveway will exist from Regiene Road on to the US 183 Frontage Road, per TxDOT's approval. A secondary driveway will exist along Hibbetts Road. Both driveways will serve to all land uses within the project site.
3. Based on TxDOT Traffic Count Database System (TCDS), a 6% annual growth rate was assumed to account for the increase in background traffic.
4. Transportation Demand Management (TDM) measures would reduce vehicle trips by 10%. A TDM plan will be submitted at the time of first site plan submittal showing how the TDM measures are being met or incorporated within the site plan.
5. Should the land use or intensities be changed at any point in time or at the time of site plan, a roadway sizing capacity analysis shall be performed to analyze the new cross-sectional requirements based on the City of Austin road sizing criteria and then 24-hour vehicular volumes.
6. The applicant requested for the addition of two (2) new zoning applications at *6600, 6702, 6704 & 6706 Regiene Road* and *6603 Regiene Road* adjacent to the existing *6705 and 6501 Regiene Road TIA*, which was already under review by ATD. The consultant stated that the square footages in two of the zoning application determination forms are approximated for the purpose of the zoning request and the actual square footages will be within the trip count related to the adjacent TIA that was performed for 6501 & 6705 Regiene Road (zoning case no. C14-2020-0150). Therefore, the 13,602 Adjusted Daily Trips in the table 1 below will also account for the new trips that will be generated from these two additional zoning parcels. The applicant also requested that these TIA determinations be deferred until site plan, on the condition that the applicant agrees to execute a Restrictive Covenant that ties development on these sites to the current TIA that was conducted for 6705 and 6501 Regiene Road, City of Austin (zoning case no. C14-2020-0150).
7. The applicant shall provide the City of Austin with a detailed cross section concept for upgrading Regiene Road for the City's review and approval. The cross section shall provide two-way vehicular travel meeting City of Austin TCM and AASHTO guidance along with an off-street facility to safely accommodate pedestrians and bicyclists within the right-of-way. The approval and construction of Regiene Road shall occur prior to Phase I buildout.
8. Due to the unique circumstances and timing of Street Impact Fees (SIF) being implemented by the City of Austin which will go into effect in June 2022, fee-in-lieu for the improvements are being accepted by the City in the interim and subject only to this zoning case. If a building permit that is subject to this zoning case is pulled after June 21, 2022, the total fee-in-lieu amount and constructed improvements will be credited as an offset to the SIF.

Proposed Conditions:

Trip Generation and Land Use

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition), the development will generate a total of approximately 15,112 unadjusted average daily vehicles trips (ADT) at full build out. The applicant has committed to a Transportation Demand Management (TDM) Plan to reduce the impact on the roadway system from their site by at least 10%.

Table 1 below shows the adjusted trip generation after existing trips and TDM reductions.

Table 1: Adjusted Trip Generation (Includes Both Phases I & II)						
ITE Code	Proposed Land Use	Size / Unit		24-Hour Two Way Volume (Approx.)	AM	PM
710	General Office	470,000	SF	4,762	468	496
820	Shopping Center	35,000	SF	2,944	34	250
932	High-Turnover Restaurant	30,000	SF	3,366	298	292
221	Multifamily Housing (Mid Rise)	742	DU	4,042	244	304
<i>Unadjusted Trips</i>				<i>15,114</i>	<i>1,044</i>	<i>1,342</i>
<i>TDM Reduction (10%)</i>				<i>(1,512)</i>	<i>(104)</i>	<i>(134)</i>
Total Adjusted Trips				13,602	940	1,208

Transportation Demand Management (TDM)

The applicant has committed to attain at least a 10% TDM reduction to meet certain vehicle trip reduction targets. In the TDM plan, the applicant has identified several measures that could be incorporated with the site to achieve the targeted vehicle trip reduction. The applicant identified the following key TDM measures to reach the reduction target:

- Bicycle Parking (0.5%)
- Showers & Lockers (0.5%)
- Multimodal Wayfinding Signage (1%)
- Unbundled Parking (6%)
- Limit Parking Supply (10%)

The applicant has the flexibility to choose other relevant TDM measures at the time of site plan.

Summary of Recommended Improvements – Includes Both Phase I & Phase II:

Table 2a: Recommended Improvements (Construction)				
Intersection	Improvement	Cost	Developer's Share %	Developer's Share \$
US-183 NB Frontage Road / Hudson Street	Deceleration Lane at 425 ft	\$187,500	100%	\$187,500
	Acceleration Lane at 720 ft	\$ 245,455	100%	\$ 245,455
US-183 NB Frontage Road / Project Driveway 1	Deceleration Lane at 425 ft	\$187,500	100%	\$187,500
	Acceleration Lane at 720 ft	\$ 245,455	100%	\$ 245,455
Subtotal		\$865,910	-	\$865,910
Table 2b: Recommended Improvements (Fee-in-Lieu)				
Intersection	Improvement	Cost	Developer's Share %	Developer's Share \$
Tannehill Lane / FM 969	Extend EB Lane from US-183 SBFR	\$200,545	7.5%	\$15,041
US-183 NB Frontage Road / FM 969	Signal Modifications	\$6,250	100%	\$6,250
US-183 SB Frontage Road / FM 969	Signal Modifications	\$6,250	100%	\$6,250
McBee Drive / FM 969	Restripe SB Approach	\$1,500	100%	\$1,500
Tannehill Lane / FM 969	Signal Modifications	\$6,250	100%	\$6,250
Johnny Morris Road / FM 969	Signal Modifications	\$150,000	100%	\$150,000
Johnny Morris Road / FM 969	Construct SBR Lane (100 ft)	\$187,500	15.4%	\$28,875
	Signal Timing Adjustments	\$6,250	100%	\$6,250
Subtotal		\$564,545	-	\$220,416
TOTAL		\$1,430,455	-	\$1,086,326

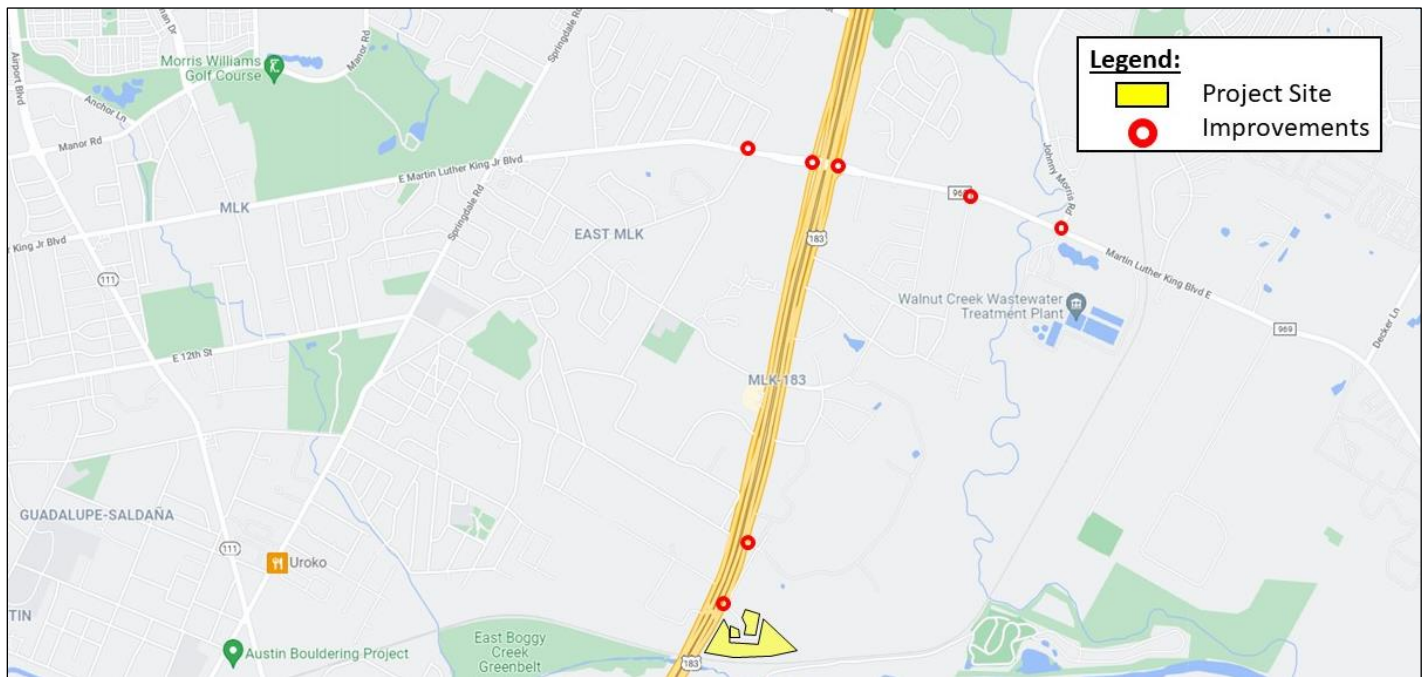


Figure 3: Summary of Transportation Improvements

All requirements in Table 2a and Table 2b must be satisfied with the first the site development permit associated with any of the three zoning cases mentioned in this memo. All construction items should be designed and incorporated into the first site plan and all fee-in-lieu items should be paid in full. No temporary certificate of occupancy (TCO) or certificate of occupancy (CO) shall be issued until the completion of all identified construction items. Please contact me at (512) 974-4073 if you have questions or require additional information.

Nazlie Saeedi

Nazlie Saeedi, P.E.
Austin Transportation Department