

ZONING CHANGE REVIEW SHEET

CASE: C14-2024-0180 (1211 East 52nd Street Zoning) DISTRICT: 4

ADDRESS: 1211 East 52nd Street

ZONING FROM: MF-2-NP

TO: CS-V-CO-DB90-NP

SITE AREA: .2649 (11,539.04 sq. ft.)

PROPERTY OWNER: Yellow 52 Investments, LLC, Jonathan Saad

AGENT: Drenner Group PC, Amanda Swor

CASE MANAGER: Beverly Villela (512-978-0740, Beverly.Villela@austintexas.gov)

STAFF RECOMMENDATION:

Staff recommends granting general commercial services – vertical mixed use building – conditional overlay – density bonus 90 – neighborhood plan (CS-V-CO-DB90-NP) combining district zoning.

The conditional overlay would prohibit the following uses:

drive through facilities, automotive rentals, automotive repair services, automotive sales (exceeding 3,500 square feet), automotive washing of any type, bail bonds, drop-off recycling, pawn shops, pedicab storage and dispatch, funeral services, extermination services, convenience storage, equipment repair services, equipment sales, vehicle storage, and commercial blood plasma center.

See the *Basis of Recommendation* section below.

PLANNING COMMISSION RECOMMENDATION:

February 11, 2025: APPROVED CS-V-CO-DB90-NP COMBINING DISTRICT ZONING AS STAFF RECOMMENDED, BY CONSENT.

[A. AZHAR, F. MAXWELL - 2ND], VOTE 10-0 ON CONSENT AGENDA; P. HOWARD, A. PHILLIPS, AND A. HAYNES – ABSENT

CITY COUNCIL ACTION:

July 24, 2025:

May 22, 2025: APPROVED COUNCILMEMBER VELA'S REQUEST FOR A POSTPONEMENT TO JULY 24, 2025.

[Z. QADRI; R. ALTER – 2ND] (11-0)

April 24, 2025: APPROVED COUNCILMEMBER VELA'S REQUEST FOR A POSTPONEMENT TO MAY 22, 2025.

[J. VELA; MAYOR PRO TEM FUENTES – 2ND] (11-0)

March 27, 2025: *POSTPONED TO APRIL 24, 2025 AT THE REQUEST OF COUNCIL MEMBER VELA BY CONSENT.*

ORDINANCE NUMBER:

No.

ISSUES: N/A

CASE MANAGER COMMENTS:

The property in question spans approximately .2649 (11,539.04 sq. ft.) and is currently developed with a vacant residential four-plex. It is situated on East 52nd Street (a street level 1) and is proposed to be incorporated with the larger 8.45-acre tract that was rezoned to CS-V-CO-DB90-NP under case C14-2024-0055. The surrounding areas includes apartments (MF-2-CO-NP) to the north, vacant and general retail convenience at Mueller (CS-V-CO-DB90-NP and PUD) to the south, apartments, and single family residential (CS-V-CO-DB90-NP, GR-MU-V-CO-NP, and NO-MU-NP) to the east, and general retail, administrative and business office, and single family residential (CS-V-CO-DB90-NP and MF-2-NP) to the west. *Please refer to Exhibits A (Zoning Map) and B (Aerial View).*

The applicant is requesting general commercial services – vertical mixed use - conditional overlay – density bonus 90- neighborhood plan (CS-V-CO-DB90-NP) combining district zoning to be incorporated with the mentioned case above. The overall proposed project associated with both the current request and C14-2024-0055 will contain approximately 40,000 square feet of retail space, a 40,000 square foot grocer, 150,000 square feet of office space, and 550 multifamily units. The applicant is proposing to develop under the new DB90 standards creating a project that will incorporate on-site affordable housing with 12% of the units reserved for families earning up to 60% of the Annual Median Family Income (“MFI”) or 10% of the units reserved for families earning up to 50% MFI.

Staff recommends general commercial services – vertical mixed use - conditional overlay – density bonus 90- neighborhood plan (CS-V-CO-DB90-NP) combining district zoning as this proposed zoning is consistent and compatible with the surrounding land uses.

The applicant is in agreement with the staff's recommendation.

BASIS OF RECOMMENDATION:

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

The general commercial services (CS) district zoning is intended for commercial or industrial uses that typically have operating characteristics or traffic service requirements generally incompatible with residential environments.

Vertical Mixed Use Building (V) combining district may be applied in combination with any commercial base zoning district and allows for a combination of office, retail, commercial and residential uses within a vertical mixed use building.

The proposed density bonus 90 (DB90) combining district, in exchange for providing affordable housing units and in combination with commercial base zoning districts, allows a mixture of office, retail, commercial, and residential uses with modifications of compatibility standards and site development regulations including increased building height.

The Conditional Overlay (CO) 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.

The neighborhood plan (NP) district denotes a tract located within the boundaries of an adopted Neighborhood Plan.

2. *Zoning should promote clearly-identified community goals, such as creating employment opportunities or providing for affordable housing.*

This rezoning authorizes a property to participate in a voluntary density bonus or incentive program that provides modifications to development regulations or other regulatory-related benefits in exchange for community benefits. In exchange for increased development potential, the development is required to comply with affordable housing requirements.

3. *The proposed zoning should satisfy a real public need and not provide special privilege to the owner.*

East 51st Street and Cameron Road are level 3 ASMP Corridors and Imagine Austin Corridors that are envisioned to have a mix of uses. This rezoning would help realize that vision, satisfy a public need for greater intensity of development along these major roadways, generate income restricted affordable housing, and support neighborhood needs to the north (Windsor Park), south (Mueller), east (Pecan Springs, Springdale), and west (Hyde Park, North Loop).

EXISTING ZONING AND LAND USES:

| | ZONING | LAND USES |
|--------------|--|---|
| <i>Site</i> | MF-2-NP | Vacant Fourplex |
| <i>North</i> | MF-2-CO-NP | Apartments |
| <i>South</i> | CS-V-CO-DB90-NP and PUD | Vacant; General retail convenience at Mueller |
| <i>East</i> | CS-V-CO-DB90-NP, GR-MU-V-CO-NP, and NO-MU-NP | Apartments; Single family residential |

| | | |
|------|-----------------------------|---|
| West | CS-V-CO-DB90-NP and MF-2-NP | General retail, administrative and business office; Single Family Residential |
|------|-----------------------------|---|

NEIGHBORHOOD PLANNING AREA: University Hills/Windsor Park Combined (Windsor Park)

TIA: The traffic impact analysis has been waived as there was a ZTA performed in 2023 (C14-2023-0003) and additional trips from this small parcel is not significant enough to require further analysis. Please find the ZTA below as *Exhibit C*.

WATERSHED: Tannehill Branch – Urban

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

SCHOOLS: Austin Independent School District
Blanton Elementary School Lamar Middle School

Northeast High School

COMMUNITY REGISTRY LIST:

Austin Independent School District,
Austin Lost and Found Pets,
Austin Neighborhoods Council,
Del Valle Community Coalition,
Friends of Austin Neighborhoods,
Homeless Neighborhood Association,
Neighborhood Empowerment Foundation,
Neighbors United for Progress,
Overton Family Committee,
Preservation Austin,

Responsible Growth for Windsor Park,
SELTexas,
Save Our Springs Alliance,
Sierra Club,
Austin Regional Group,
Windsor Park Neighborhood Association,
Windsor Park Neighborhood Plan Contact Team,
Windsor Park-Pecan Springs Heritage NA

AREA CASE HISTORIES:

| NUMBER | REQUEST | COMMISSION | CITY COUNCIL |
|--|--|---------------------------------------|---|
| C14-2024-0055 (East 51 st Street and Cameron Road) | From CS-V-CO-NP, CS-V-NP, CS-1-V-NP to CS-V-CO-DB90-NP | To Grant CS-V-CO-DB90-NP (05/14/2024) | Approved as Commission Recommended (08/29/2024) |
| C14-2023-0003 (E. 51 st Street & Cameron Road) | From GR-V-CO-NP, CR-MU-V-CO-NP, MF-2-NP, GR-MU-CO-NP, CS-V-CO-NP to CS-V-CO-NP | To Grant CS-V-CO-NP (08/08/2023) | Approved as Commission Recommended (09/14/2023) |
| C14-2022-0018.SH (5111-5115 Lancaster Ct.) | From NO-MU-NP, MF-3-NP to GR-MU-V-CO-NP | To Grant GR-MU-V-CO-NP (09/13/2022) | Approved as Commission Recommended (10/13/2022) |

| | | | |
|--|--|---|--|
| C14-2019-0123 (1408 E. 51 st Street) | From LO-V-NP to GR-MU-V-NP | To Grant GR-MU- V-CO-NP with additional prohibited and conditional uses (12/10/2019) | Approved as Commission Recommended (02/06/2020) |
| C14-2011-0103 (IBC Mueller View) | From GR-MU-V-CO- NP to GR-MU-V-CO- NP to change a condition of zoning | To Grant GR-MU- V-CO-NP to change condition of zoning (02/14/2012) | Approved as Commission Recommended (03/22/2012) |

RELATED CASES:

NPA-2024-0023.01 – Neighborhood Plan Amendment requesting FLUM change from Multifamily to Mixed Use

C14-2024-0055 – Zoning case to rezone approximately 8.45 acres from CS-V-NP; CS-1-V-NP; CS-V-CO-NP to CS-V-CO-DB90-NP.

C14-2023-0003 – Zoning case to rezone approximately 7.624 acres from GR-V-CO-NP; GR-MU-V-CO-NP; MF-2-NP; GR-MU-CO-NP; and CS-CO-NP to CS-V-CO-NP.

ADDITIONAL STAFF COMMENTS:

Drainage

The developer is required to submit a pre- and post-development drainage analysis at the subdivision and site plan stage of the development process. The City's Land Development Code and Drainage Criteria Manual require that the Applicant demonstrate through engineering analysis that the proposed development will have no identifiable adverse impact on surrounding properties.

Environmental

The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Tannehill 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. It is in the Desired Development Zone.

Zoning district impervious cover limits apply in the Urban Watershed classification.

According to floodplain maps there is no floodplain within or adjacent to the project location.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

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.

This 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.

At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

Fire

No comments on zoning change.

PARD – Planning & Design Review

Parkland dedication will be required at the time of subdivision or site plan application for new residential units proposed by this rezoning, multifamily with CS-V-CO-DB90 as it relates to the earlier rezoning from case C14-2024-0055, per City Code § 25-1-601, as amended. The intensity of the proposed development associated with these two rezonings creates a critical need for additional parkland, per requirements described in § 25-1-603. An early determination was provided in May 2023 for the associated case stating that onsite land dedication would be required, under the previous parkland dedication code in effect prior to January 1, 2024. Due to the determination and the code criteria, 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.

If the land available for dedication complies with the parks standards, the Parks and Recreation Department (PARD) would consider a small park toward satisfying the requirement at time of permitting (whether subdivision or site plan). The surrounding neighborhood areas are currently park deficient, defined as being outside walking distance to existing parks. The dedication would satisfy the need for additional parks in park deficient areas of North Central Austin, a recommendation in the Parks and Recreation Department's Long Range Plan.

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 § 25-1-609.

If the applicant wishes to discuss parkland dedication requirements in advance of site plan or subdivision applications, please contact this reviewer: ann.desantis@austintexas.gov.

Site Plan

Site plans will be required for any new development except residential only projects with up to 4 units.

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

This tract is already developed and the proposed zoning change is within the footprint of an existing development.

DB90 Rezoning

This site must meet affordability minimums per LDC 25-2-652 to be eligible for DB90. A signed approval letter from the Housing Department will be required with site plan submittal.

E 52nd Street is the Principal Street for this site. Any buildings fronting this street will be required to have 75% of the ground floor as commercial or civic uses. NOTE: A lobby serving a use other than a pedestrian-oriented commercial or civic space is not counted as a pedestrian-oriented commercial or civic place.

If a building includes a mix of uses, a non-residential use:

- may not be located above a residential use; and
- may not be located on or above the third story of the building.

Austin Transportation and Public Works Department – Engineering Review

The Austin Strategic Mobility Plan (ASMP) calls for 58 feet of right-of-way for 52nd St. It is recommended that 29 feet of right-of-way from the existing centerline should be dedicated according to the ASMP with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

The adjacent street characteristics table is provided below:

| Name | ASMP Classification | ASMP Required ROW | Existing ROW | Existing Pavement | Sidewalks | Bicycle Route | Capital Metro (within 1/4 mile) |
|---------------------|---------------------|-------------------|--------------|-------------------|-------------------------|---------------|---------------------------------|
| 52 nd St | Level 1 | Level 1 | 46' | 26.5' | On north side of street | No | Yes |

Austin Water Utility

No comments on zoning change.

FYI: The landowner intends to serve the site with existing City of Austin water utilities.

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.

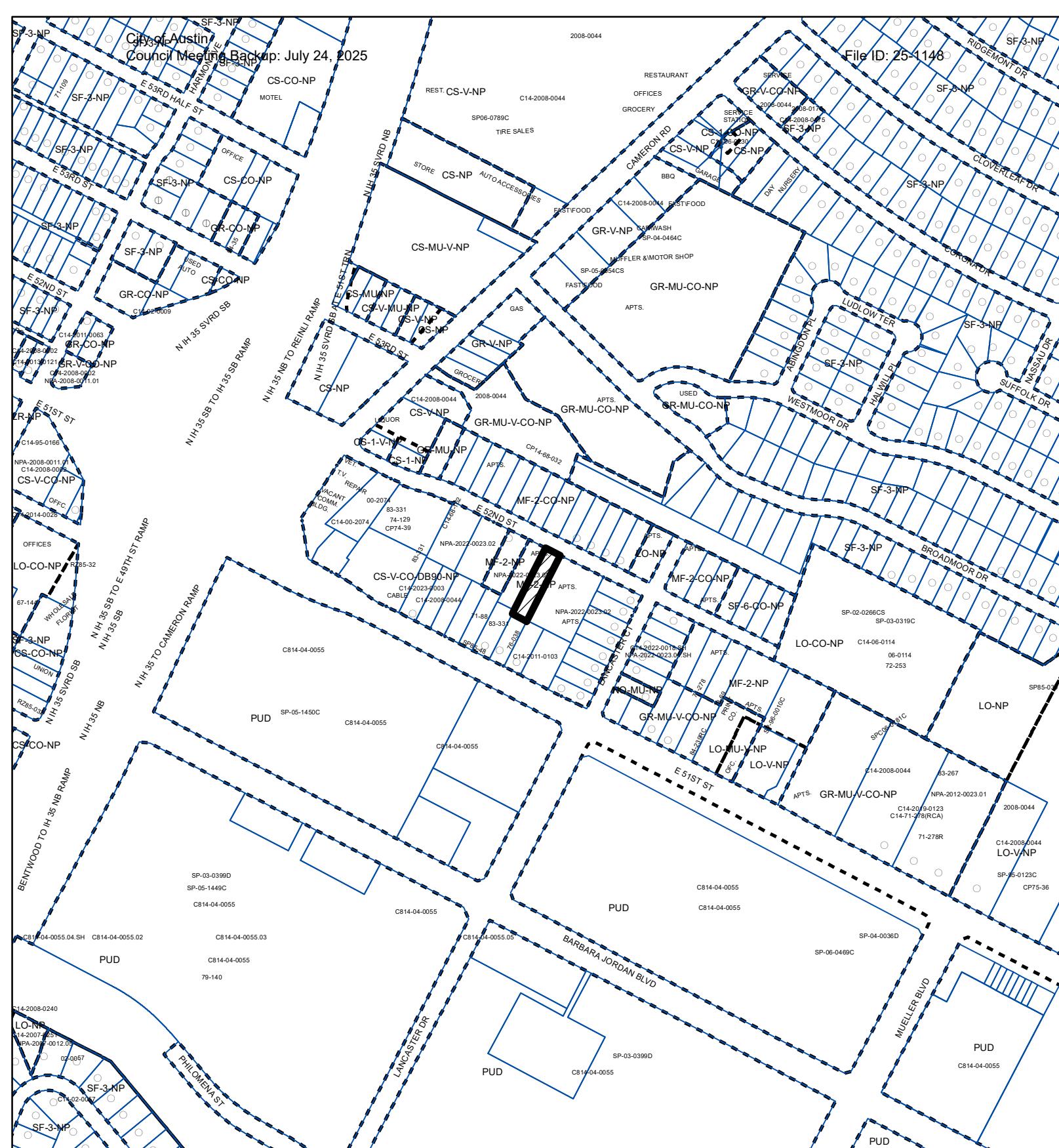
INDEX OF EXHIBITS AND ATTACHMENTS TO FOLLOW:

Exhibit A: Zoning Map

Exhibit A-1: Aerial Map

Exhibit B: Applicant's Summary Letter

Exhibit C: ZTA



SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

ZONING

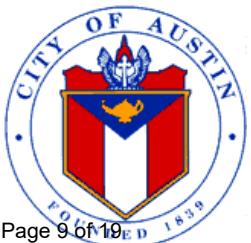
ZONING CASE#: C14-2024-0180

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.

1" = 400'

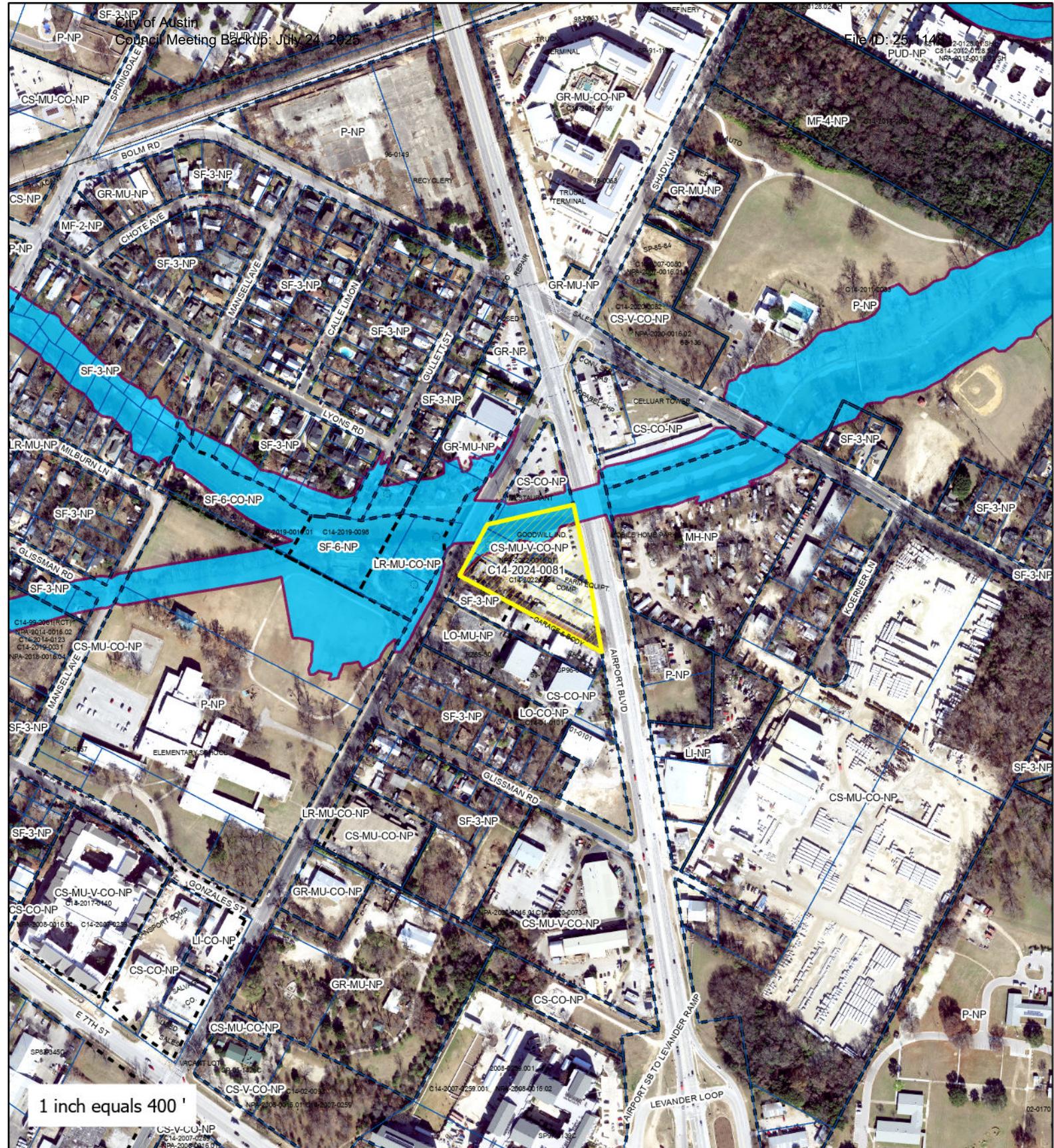
Exhibit A

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



Page 9 of 19

Created: 12/16/2024



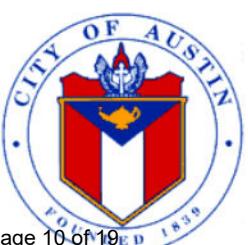
830 Airport DB90 Rezoning

ZONING CASE#: C14-2024-0081

LOCATION: 830, 838 Airport Blvd.

917, 923 S

JECT AREA: 2.5 Acres



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

December 6, 2024

Ms. Lauren Middleton-Pratt
Planning Department
City of Austin
6310 Wilhelmina Delco Dr.
Austin, TX 78752

Via Electronic Delivery

Re: 1211 East 52nd Street Zoning and Neighborhood Plan Amendment – Rezoning and neighborhood plan amendment applications for the 0.2649-acre piece of property located at 1211 East 52nd Street, Austin, Travis County, Texas (the “Property”).

Dear Ms. Middleton-Pratt:

As representatives of the owner of the Property, we respectfully submit the enclosed rezoning application and neighborhood plan amendment packages (the “Current Requests”). The project is titled 1211 East 52nd Street, consists of 0.2649 acres, and is located at 1211 East 52nd Street. The Property is currently developed with a vacant residential four-plex.

The site is currently zoned MF-2-NP (Multifamily Residence Low Density – Neighborhood Plan). The proposed rezoning is to CS-V-CO-DB90-NP (General Commercial Services – Vertical Mixed Use – Conditional Overlay – Density Bonus 90 – Neighborhood Plan). The Property is proposed to be incorporated with the larger 8.45-acre tract that was rezoned to CS-V-CO-DB90-NP earlier this year on August 29, 2024 (“Related Zoning Case”) per Ordinance 20240829-184.

The Property is located in the University Hills/Windsor Park Combined Neighborhood Plan and is currently designated as “Multifamily,” on the Future Land Use Map (“FLUM”). The request is to amend the FLUM designation from “Multifamily” to “Mixed Use.” The purpose of the neighborhood plan amendment is to implement the mixed-use designation on the Property to create a unified designation with the surrounding property to allow for a comprehensive redevelopment. This request aligns with the plan’s vision statement to “encourage a diversity of housing options” in this neighborhood. This request is consistent with surrounding uses.

The proposed project associated with both the Current Requests and Related Zoning Case will contain approximately 40,000 square feet of retail space, a 40,000 square foot grocer, 150,000 square feet of office space, and 550 multifamily units (the “Project”). The Project is proposing to develop under the new DB90 standards creating a project that will incorporate on-site affordable housing with 12% of the units reserved for families earning up to 60% of the

Annual Median Family Income ("MFI") or 10% of the units reserved for families earning up to 50% MFI.

The approved ordinance for the Related Zoning Case includes a Conditional Overlay that prohibits the below land uses on the Property. The Current Requests propose to add these same conditions as part of the application request.

| | |
|--|--------------------------------|
| Automotive rentals | Automotive repair services |
| Automotive sales (exceeding 3,500 square feet) | Automotive washing (any type) |
| Bail bond services | Commercial blood plasma center |
| Convenience storage | Drive-through facilities |
| Drop-off recycling collection facility | Equipment repair services |
| Equipment sales | Exterminating services |
| Funeral services | Pawn shop services |
| Pedicab storage and dispatch | Vehicle storage |

A Zoning Transportation Analysis ("ZTA") was approved for the Related Zoning Case for the Property per a ZTA Memorandum prepared by Nathan Aubert on June 23, 2023. A Traffic Impact Analysis ("TIA") has been waived per a TIA Determination Worksheet signed by Manar Hasan on October 30, 2024, with the note that additional trips from this small parcel is not significant enough to require further analysis to the existing ZTA.

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, Housing and Planning Department (*via electronic delivery*)



Traffic Impact Analysis (TIA) Determination Worksheet

Applicant must complete this worksheet except where noted for TPW Staff. Please submit completed worksheet to the TIA Determination Worksheet portal (<https://atd.knack.com/development-services#services/traffic-impact-analysis-determination/>) for review and signature.

Project Name: _____

Location: _____

Applicant: _____ Telephone No: _____

Application Type: Dev. Assessment (Zoning) Zoning Site Plan

Indicates determination is optional Dev. Assessment (Site Plan) Concept Site Plan*

By checking the box below, the applicant acknowledges that City Council has adopted a Street Impact Fee (SIF) program effective December 21, 2020, and that street impact fees will be assessed for any building permit pulled on or after June 21, 2022. For more information on the Street Impact Fee program, please visit www.austintexas.gov/department/street-impact-fee

Applicant acknowledgment of Street Impact Fee program

EXISTING:

FOR TPW STAFF USE ONLY

| Tract Number | Tract Acres | Units** | Zoning | Land Use | I.T.E. Code | Trip Rate | Trips Per Day |
|--------------|-------------|---------|--------|----------|-------------|-----------|---------------|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

Please note that existing trip generation in the above table is applicable only to this worksheet. Existing trip generation for use in transportation studies and SIF calculations shall be determined separately.

PROPOSED:

FOR TPW STAFF USE ONLY

| Tract Number | Tract Acres | Units** | Zoning | Land Use | I.T.E. Code | Trip Rate | Trips Per Day |
|--------------|-------------|---------|--------|----------|-------------|-----------|---------------|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

**Applicable based on land use (e.g., dwelling units for residential, building square footage for commercial, etc.)

ABUTTING ROADWAYS:

| Street Name | Proposed Access (Y/N) | Proposed Number of Driveways | ASMP Street Level |
|-------------|-----------------------|------------------------------|-------------------|
| | | | |
| | | | |
| | | | |
| | | | |



FOR TPW STAFF USE ONLY

- A Transportation Demand Management (TDM) Plan is required. For more information on the contents required in a TDM Plan, please refer to Section 10 of the Transportation Criteria Manual (TCM) or contact a Lead Development Review Engineer.
- A traffic impact analysis is required. The consultant preparing the study must contact a Lead Development Review Engineer to discuss scoping requirements prior to beginning the study. Please see below for the type of study required; for more information on each study, please refer to Section 10 of the TCM.
 - Full TIA
 - Transportation Assessment (TA)
 - Zoning Transportation Analysis (ZTA)
 - TIA Compliance
- A traffic impact analysis is NOT required. Traffic generated by the proposal does not exceed the thresholds established in the City of Austin Land Development Code (LDC). Mitigation per LDC 25-6-101 may still apply.
- The traffic impact analysis has been waived for the following reason:

- A neighborhood traffic analysis (NTA) is required per LDC 25-6-114. The applicant may have to collect current traffic counts. Please contact a Transportation Planner for information.

Reviewed By: Manueth Date: _____

NOTE: A TIA determination must be made prior to submittal of any Zoning or Site Plan application; therefore, this completed and reviewed worksheet must accompany any subsequent application for the identical project. Changes to the proposed project may require a new TIA determination. This worksheet will remain valid for 90 calendar days from the approval date above, after which a new TIA Determination Worksheet will be required.



MEMORANDUM

From: Nathan Aubert, P.E.
To: Kathy Smith, P.E., PTOE
Date: June 23, 2023
Subject: 51st and Cameron – Zoning Transportation Analysis (C14-2023-0003)

The Transportation Development Services (TDS) division has reviewed the May 8, 2023 "51st and Cameron Zoning Transportation Analysis", prepared by HDR Engineering, Inc. The proposal is for 550 mid-rise multifamily dwelling units, 105,000 square feet of general office, 17,000 square feet of retail, and 40,300 square feet of Supermarket. This development is fronted by E 51st Street to the south and Cameron Rd to the west, it is located east of IH 35 NBFR as depicted on Figure 1 below.

Site access will consist of four driveways: one on 51st St, two on 52nd St, and one on Lancaster Court. The development is anticipated to be constructed in one phase by 2028.



Figure 1. Site Location

Roadways

The site proposes four full purpose driveways on 52nd St (Driveways A, B), Lancaster Ct (Driveway C), and E 51st St (Driveway D). The site proposes four additional service driveway locations on (1) Cameron Rd, (2) 52nd St, (3) Lancaster Ct, and (4) E 51st St. A conceptual site plan showing proposed driveway locations can be seen in Figure 2.

E 51st Street

In the Austin Strategic Mobility Plan (ASMP), E 51st St is classified as a Level 3 roadway, which will provide one full-service site access and one full access driveway into/out of the site for service operations. It is currently a four-lane divided road with a two-way center turn lane. The right-of-way (ROW) along E 51st St varies, ranging from 79 feet to 160 feet. Sidewalks and curb & gutter exist on the northern and southern sides of the road. An unprotected bike lane runs along the northern and southern stretch of E 51st St in the vicinity of the site but the northern portion connects to the sidewalk at the start of the right turn lane northbound into Cameron (directly fronting the southern boundary of the proposed site). According to available Texas Department of Transportation (TxDOT) data, the average daily traffic (ADT) on E 51st St, is roughly 11,600 vehicles per day (vpd).

Cameron Road

Cameron Rd is identified as a Level 3 roadway in the ASMP which will provide one full access service* driveway into/out of the site. Cameron Rd serves as a two-lane divided roadway with sidewalks on the east and western sides of the street, and a full curb and gutter network. There are existing, buffered bike lanes on both sides of the road. Cameron Rd is operated by the City of Austin with TxDOT oversight in some areas, given the proximity to the IH 35 frontage road. ADT on Cameron Rd, according to available TxDOT data, is approximately 14,700 vpd.

E 52nd Street

E 52nd St is identified as a Level 1 roadway in the ASMP, which will provide two full access site driveways and one service driveway into/out of site. The road is comprised of two unstriped, undivided travel lanes and on-street parking. There is curb and gutter on both sides of the road, and sidewalk on the northern side of the road. No bicycle facilities exist on E 52nd St. The ROW on E 52nd St is about 44 feet wide along the property frontage. No ADT counts from TxDOT were available at this location.

Lancaster Court

Lancaster Ct is a Level 1 roadway comprised of two undivided, unstriped travel lanes. Lancaster will provide one full access site driveway and one full access service driveway into/out of the site. There is curb and gutter on both sides of the street, sidewalk on the eastern side of the road, and no existing bicycle facilities. The ROW width along Lancaster is about 42 feet. No ADT counts from TxDOT were available at this location.



Figure 2. Conceptual Site Driveways (Figure taken from ZTA report); Driveways A, B, C, D are for site access. Driveways 1-4 are service driveways.

Trip Generation and Traffic Analysis

The project assumes 544 mid-rise multi-family dwelling units (ITE Code 221), 105,000 square-feet of general office (ITE Code 710), 17,000 square-feet of retail strip plaza (ITE Code 821), and 40,300 square-feet of supermarket (ITE Code 850). Based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition, the proposed development will generate 8,635 vehicle trips per day. See **Table 1** for a detailed breakdown of the trip generation.

Table 1. Trip Generation

| Land Use | Size | Trip Generation |
|-------------------------------------|--------------------|-----------------|
| 221- Multifamily Housing (Mid Rise) | 544 Dwelling Units | 2,577 |
| 710- General Office | 105,000 SF | 1,211 |
| 821- Retail Strip Plaza (<40k) | 17,000 SF | 947 |
| 850- Supermarket | 40,300 SF | 3,900 |
| Total Unadjusted Trips | | 8,635 |

The existing trips were obtained from TxDOT data, then site trips were added to these volumes using an estimate of the traffic distribution to and from the proposed site. **Table 2** shows both the existing traffic volumes as well as projected volumes on each road in the vicinity of the site.

Table 2. Added Traffic

| Street | Existing Traffic [vpd] | Proposed New Site Traffic to each Roadway | Overall Traffic (Existing + Site) [vpd] | Percentage Increase in Traffic |
|-----------------------|------------------------|---|---|--------------------------------|
| E 51 st St | 31,673 | 6,038 | 37,711 | 19% |
| Cameron Rd | 18,264 | 3,142 | 21,406 | 17% |
| E 52 nd St | -- | -- | -- | -- |
| Lancaster Ct | -- | -- | -- | -- |

Recommendations/Conclusions

As a condition of approval for the above referenced zoning case, the applicant shall adhere to the following requirements:

1. Provide no more than one site and one service driveway on E 51st St (designated driveways D, 4). Both driveways are proposed to operate as full purpose and will be reviewed for compliance to City codes, ordinances, criteria manual, etc. at the time of the Site Plan application.
2. Provide no more than one service driveway onto Cameron Rd (designated driveway 1), provided it can meet design requirements and does not require a waiver from the Transportation Criteria Manual (TCM). The driveway is proposed to operate as full purpose and will be reviewed for compliance to City codes and ordinances at the time of the Site Plan application.
3. Provide no more than two site and one service driveways on E 52nd St (designated driveways A, B, 2). The driveways are proposed to operate as full purpose and will be reviewed for compliance to City codes and ordinances at the time of the Site Plan application.
4. Provide no more than one service driveways on Lancaster Ct (designated driveways C,3). The driveway is proposed to operate as full purpose and will be reviewed for compliance to City codes and ordinances at the time of the Site Plan application.
5. The applicant has committed to achieving a trip reduction of 30% through a Travel Demand Management (TDM) plan. The following TDM measures are intended to be captured with this site:
 - Internal Trip Capture
 - Transit Proximity
 - Reduced Parking Supply
 - Unbundled Parking
 - Transportation Management Association Membership
 - Designated Mobility Coordinator
 - Marketing and information
 - Pedestrian Access and Connectivity
 - Bicycle Access and Connectivity
 - Transit Access and Connectivity

The final determination of TDM measures proposed by the applicant, as well as a sustainable modes analysis will be provided during the Site Plan review process.

6. Based on the projected volumes analysis available, TPW concurs that the higher level area transportation network (Cameron Rd and E 51st St) will be able to absorb the added traffic from the proposed site development.
7. Right-of-way needs have been identified in the ZTA and might require dedication to meet the ASMP requirements. This will be confirmed at the time of Site Plan application.

8. The City of Austin reserves the right to reevaluate any or all identified improvements associated with this case at the time of Site Plan review.
9. Street Impact Fee (SIF) Ordinances 20201220-061 and 20201210-062 have been adopted by City Council and are effective as of December 21, 2020. The City has started collecting street impact fees with all building permits issued on or after June 21, 2022. For more information, please visit the City's Street Impact Fee website. Street Impact Fee calculation shall be performed at the time of the Site Plan submission to be collected at the time of building permit.
10. All construction items should be designed and incorporated into the site plan, and all street impact fees should be paid in full. No offsets to the proposed development's SIF will be issued until the completion of all identified construction items unless those items are included in the proposed Site Plan application.

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



Nathan Aubert, P.E.
Austin Transportation Department