

ZONING CHANGE REVIEW SHEET

CASE: C14-2024-0005 (2700 Gracy Farms) DISTRICT: 7

ADDRESS: 2700 Gracy Farms Lane and 2700 ½ Gracy Farms Lane

ZONING FROM: NBG-NR-NP TO: NBG-CMU-Midway(CMU-M)-NP

SITE AREA: 3.07 acres

PROPERTY OWNER: KREA LLC (Laxmi Mehta, Sr Managing Director/Manager)

AGENT: Drenner Group, PC (Amanda Swor)

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

STAFF RECOMMEDATION:

Staff recommends NBG-CMU-M-NP, North Burnet Gateway- Commercial Mixed Use-Midway Subdistrict-Neighborhood Plan Combining District, zoning.

PLANNING COMMISSION ACTION / RECOMMENDATION:

June 11, 2024: Approved staff postponement request to June 25, 2024 by consent (10-0, J. Mushtaler-arrived late; G. Cox and N. Barrera-Ramirez-absent); A. Azhar-1st, F. Maxwell-2nd.

June 25, 2024: Approved staff's postponement request to July 23, 2024 by consent (7-0, Commissioner Cox and Commissioner Phillips were off the dais. Chair Hempel, Vice Chair Azhar, and Commissioners Haynes and Mushtaler were absent); R. Johnson-1st, F. Maxwell-2nd.

July 23, 2024: Approved staff's postponement request to August 13, 2024 by consent (12-0, J. Mushtaler-abstain); A. Woods-1st, R. Johnson-2nd.

August 13, 2024: Approved staff's recommendation of NBG-CMU-M-NP zoning by consent (12-0, P. Howard-absent); A. Azhar-1st, A. Woods-2nd.

CITY COUNCIL ACTION:

September 12, 2024

ORDINANCE NUMBER:

ISSUES:

There is an associated neighborhood plan amendment case, NPA-2024-0024.01, where the applicant is requesting a FLUM change from Mixed use to High Density Mixed Use land use (*please see North Burnet Gateway Neighborhood Plan FLUM – Exhibit D*).

CASE MANAGER COMMENTS:

The site under consideration is a 3.07 acres lot that is currently developed with multifamily use (Studio Domain Apartments). It is within the North Burnet/Gateway Combined Neighborhood Planning Area and is located a block from the northeast corner of Burnet Road and Gracy Farms Lane. The property in question is zoned NBG with a Neighborhood Residential subdistrict designation (NBG-NR). To the north, there is an undeveloped area, transmission lines, a Red Line trail (Braker to Northern Walnut Creek Greenbelt Trail) and a Metro Rail Line that are zoned P-NP. There are other multifamily developments to the south (Radius at the Domain Apartments) and east (Village at Gracy Farms) that are zoned NBG-NR-NP. The lot to the west is developed with a commercial center (Gracy Farms Center) that contains office, retail, personal services and restaurant uses) zoned NBG-NR-NP.

The applicant is requesting a rezoning to the NBG with a Commercial Mixed Use-Midway subdistrict designation (CMU-M) to allow for approximately 20,000 square feet of ground-floor retail uses as well as 350 multifamily housing units and 210 hotel rooms (*Please see Applicant Request Letter – Exhibit C*).

The NBG-NR permits a maximum FAR of 2:1 and up to 60 feet in building height with the development bonus (*Please see Figure 4-1 NR: NBG Zoning District General Site Development Standards – Exhibit E*). The proposed zoning of NBG-CMU-Midway subdistrict will permit a maximum FAR of 10:1 and up to 350 feet in building height with the development bonus (*please see Figure 4-1 CMU: NBG Zoning District General Site Development Standards – Exhibit F*).

The staff's recommendation is to grant North Burnet/Gateway-Commercial Mixed Use-Midway (CMU-M) District zoning for this property. The proposed CMU-Midway subdistrict will provide for a transition in uses and intensity between MI-PDA zoning at The Domain and the NBG-TOD zoning to the west and the P-NP zoning on the edge of the NBG Planning area to the east. The up zoning from NBG-NR to the NBG-CMU-Midway will increase the FAR and height permitted on this tract located near the intersection of two arterial roadways, Burnet Road, a Level 4/Major Arterial roadway and Gracy Farms Lane, a Level 3-Minor Arterial roadway. This upzoning is consistent with City Council direction to allow for more intensive development in this area informally referred to as Austin's "2nd Downtown" near the planned new Capital Metro Broadmoor/Domain rail station on Burnet Road adjacent to the Brandywine Uptown ATX development just north of The Domain and blocks away from Q2 Stadium.

The CMU-Midway subdistrict will encourage a mixture of uses and more density at this location. CMU-M designation will allow for an increase in height and FAR, with with the development bonus, toward the northern portion of the North Burnet Gateway Neighborhood

Planning Area adjacent to parkland and existing residential and supporting commercial and civic uses along Gracy Farms Lane, a NBG Pedestrian Priority Collector.

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.*

North Burnet/Gateway district is the designation for an identified area of existing low density, auto-oriented commercial, warehouse, and industrial uses that is the subject of an approved master plan for redevelopment of the area into a higher density urban mixed-use neighborhood that is more pedestrian friendly and takes advantage of the links to commuter rail transit and the area's key position in the urban core.

Commercial Mixed Use (CMU) is a high density mixed-use subdistrict, appropriate for high rise residential, major employers, destination retail and large scale civic uses.

Neighborhood Plan district denotes a tract located within the boundaries of an adopted Neighborhood Plan.

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

The proposed CMU-Midway subdistrict will provide for a transition in uses and intensity between MI-PDA zoning at The Domain and the NBG-TOD zoning to the west and the P-NP zoning on the edge of the NBG Planning area to the east.

The NBG-CMU-Midway designation will increase the maximum FAR and height permitted on this tract located near the intersection of two arterial roadways, Burnet Road, a Level 4/Major Arterial roadway and Gracy Farms Lane, a Level 3-Minor Arterial roadway. This upzoning is consistent with City Council direction to allow for more intensive development in this area informally referred to as Austin's "2nd Downtown" near the planned new Capital Metro Broadmoor/Domain rail station.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	NBG-NR-NP	Multifamily (Studio Domain Apartments)
<i>North</i>	P-NP	Undeveloped, Transmission Lines, Red Line Trail (Braker to Northern Walnut Creek Greenbelt Trail), Metro Rail Line
<i>South</i>	NBG-NR-NP	Multifamily (Radius at The Domain)
<i>East</i>	NBG-NR-NP	Retail (Gracy Farms Center: Taco Deli, Styles Hair Studios, Phoebe’s Diner, Dream Planet Smoke & Vape, Competition Motorsport, Endeavor Physical Therapy, T Nails & Spa, Gracy Food Mart, Moonie’s Burger House)
<i>West</i>	NBG-NR-NP	Multifamily (Village at Gracy Farms)

NEIGHBORHOOD PLANNING AREA: North Burnet/Gateway NP

TIA: Not Required

WATERSHED: Walnut Creek

NEIGHBORHOOD ORGANIZATIONS:

Austin Independent School District,
 Austin Lost and Found Pets,
 Austin Neighborhoods Council,
 Friends of Austin Neighborhoods,
 Gracywoods and North Park Estates Neighborhood Association,
 Homeless Neighborhood Association,
 Neighborhood Empowerment Foundation,
 North Burnet/Gateway Neighborhood Plan Staff Liaison,
 North Growth Corridor Alliance,
 SELTexas,
 Sierra Club, Austin Regional Group

SCHOOLS: Austin Independent School District

Pillow Elementary School
 Burnet Middle School
 Anderson High School

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2021-0173 (11911 Burnet Road)	NBG-NR-NP to NBG-CMU-NP	12/22/21: Approved staff's recommendation of NBG-CMU-NP zoning by consent (8-0); C. Hempel-1st, P. Howard-2nd.	1/27/22: The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20220127-082 for NBG-NP combining district (commercial mixed use subdistrict) zoning was approved on Council Member Kitchen's motion, Council Member Fuentes' second on an 11-0 vote.
C14-2016-0136 (Broadmoor: 11501 Burnet Road)	NBG-CMU-NP to NBG-TOD-NP	3/27/18: Approved staff's recommendation of NBG-TOD-NP zoning, with conditions, by consent (12-0, P. Seeger-absent); G. Anderson-1 st , J. Thompson-2 nd .	4/12/18: Approved NBG-TOD-NP zoning, with conditions, on 1 st reading only (6-0, G. Casaroff dais, D. Garza, E. Troxclair, K. Tovo and S. Adler-absent); L. Pool-1 st , P. Renteria-2 nd . 6/28/18: Ordinance No. 20180628-088 for north burnet/gateway-transit oriented development-gateway zone-neighborhood plan (NBG-TOD-NP) combining district zoning, with conditions was approved on Council Member Troxclair's motion, Council Member Garza's second on an 11-0 vote.
C14-2014-0058 (Esperanza Crossing: 2800 Esperanza Crossing)	NBG-TOD-NP to NBG-CMU-NP	8/12/14: Approved staff's recommendation of NBG-CMU-CO-NP zoning, with conditions, on consent (8-0, B. Roark-absent); S. Oliver-1 st , N. Zaragoza-2 nd .	8/28/14 : Approved NBG-CO-NP zoning, with conditions, on consent on all 3 readings (7-0); B. Spelman-1 st , L. Morrison-2 nd .
C14-2011-0050 (Burnet-Kramer Rezoning: 11205 & 11301 Burnet Road)	NBG-TOD to NBG-CMU	10/11/11: Approved the staff's recommendation of NBG-CMU-NP zoning for Tract 2, with the TIA conditions, by consent (9-0); M. Dealey-1 st , D. Chimenti-2 nd .	11/10/11: Approved NBG-CMU-NP zoning with conditions on consent on 1 st reading only (7-0); Spelman-1 st , M. Martinez-2 nd . 12/08/11: Approved NBG-CMU-NP zoning, with conditions, on consent on 2 nd /3 rd readings (6-0); C. Riley-1 st , S. Cole-2 nd .

<p>C14-2010-0087 (The Domain Rezoning-Simon)</p>	<p>MI-PDA to MI-PDA</p>	<p>8/24/10: Approved staff's recommendation of MI-PDA zoning (8-1, Chimenti-No), with the following additional conditions: 1) Require the applicant to provide bicycle access for a portion Bicycle Route Segment #905.04 (Please see Public Works Department Memorandum – "Attachment B") to allow for continuity for bicycle traffic to and through the Domain development. 2) Require a public restrictive covenant that will limit one acre of land on the Endeavor-Domain site to zero percent impervious cover to be signed and recorded before the 3rd reading of this zoning case at City Council.</p>	<p>8/26/10: The public hearing will remain open and the first reading of the case was approved for MI-PDA zoning (7-0); Morrison-1st, Spelman-2nd, with the following additional conditions: 1) The applicant is to provide bicycle access for a portion of Bicycle Route Segment #905.04 to allow for continuity for bicycle traffic to and through the Domain development. 2) A public restrictive covenant that will limit one acre of land on the Endeavor- Domain site to zero percent impervious cover will be signed and recorded before the third reading of this zoning case.</p> <p>10/14/10: Approved MI-PDA zoning on 2nd/3rd readings (7-0); Spelman-1st, Leffingwell-2nd, with the following amendments: 1) Part 3, C, 1 of the ordinance should read: "A pedestrian/bicycle entrance shall be provided between the existing pedestrian/bicycle trail under Mopac Expressway and the Simon Project internal drive as shown on the attached Exhibit B. A minimum 12-foot wide paved path shall be constructed with an associated curb cut connecting to the internal drive prior to issuance of a certificate of occupancy for a building on Lot 5A, Block A, the Domain Shopping Center Section 3 Subdivision."; 2) Add a new paragraph to Part 3, Section D to read: "The two trees on the property numbered 5068 and 5081 as shown on Exhibit D may not be removed, unless the City Arborist approved otherwise based on the health of the individual trees."; 3) The fourth WHERAS</p>
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			of the restrictive covenant should read: “WHEREAS, the requirements of the Land Development Code for both the Endeavor Tract and the Simon Tract allow for a combined maximum of eighty percent(80%) net site area impervious cover resulting in a total allowable impervious cover area of 135.36 acres for the Endeavor Tract and 40.54 for the Simon Tract.
C14-2008-0182 (North Burnet /Gateway NP Rezoning: Metric Boulevard)	Add NP designation to existing zoning	9/09/08: Approved rezoning of certain tracts to NBG-NP or NBG-H-NP, with conditions (8-0)	10/16/08: Approved NBG-NP or NBG-H-NP (7-0); 1 st reading 3/12/09: Approved NBG-NP or NBG-H-NP (6-0); 2 nd /3 rd readings
C14-2007-0157 (North Burnet /Gateway Neighborhood Plan Rezoning)		9/25/07: Approved staff rec. with amendments (8-0)	10/18/07: Approved 1 st reading of Phase 1 of NP (6-0) 11/01/07: Approved Phase 1 of NP zonings (5-0); 2 nd /3 rd readings
C14-2007-0171 (The Domain: 10700-11000 Burnet Road, 11100-11900 Burnet Road, 2800 Block of Braker Lane, 3300 W. Braker Lane)	MI-PDA to MI-PDA	10/09/07: Approved staff rec. of MI-PDA by consent (9-0)	11/01/07: Approved MI-PDA zoning on consent (6-0); all 3 readings
C14-06-0154 (The Domain: 11400 Burnet Road)	MI-PDA to MI-PDA	8/08/06: Approved staff rec. of MI-PDA by consent (8-0)	09/28/06: Approved MI-PDA (7-0); 1 st reading 10/05/06: Approved MI-PDA changes as a condition of zoning (6-0); 2 nd /3 rd readings
C14-06-0121 (The Domain RCA: 10712, 10728, 10800, 11000, 11500, 11600 Burnet Road; 11601 Domain Drive; 2900, 3001,	MI-PDA to MI-PDA	2/13/07: Approved staff's rec. for MI-PDA zoning with additional conditions of: <ul style="list-style-type: none"> • 2 star Green Building rating • natural landscaping of all water quality ponds (existing and future); 	3/01/07: Approved MI-PDA zoning with the addition of low albedo roofing materials, one star construction for the total site and two star construction for 50% of the office and residential construction (7-0); McCracken-1 st , Dunkerley-2 nd .

3101 Esperanza Crossing)		<ul style="list-style-type: none"> • be in compliance with TIA conditions; • the applicant's requested parkland dedication proposal; • height base of 140-ft; plus an additional 12-stories based on electing to provide some of the public benefits as listed in the North Burnet/Gateway Neighborhood Plan. • Maximum height of 308 feet. <p>Vote: (9-0); J.Reddy-1st, G. Stegeman-2nd.</p>	
C14-04-0151 (The Domain: 11400 Burnet Road)	MI-PDA to MI-PDA	11/23/04: Approved staff recommendation of MI-PDA, with Environmental Board conditions (9-0).	12/16/04: Approved MI-PDA (7-0); all 3 readings
C14-04-0146 (The Shops at Arbor Walk: 10515 North Mopac Expressway)	P to CH	11/9/04: Approved staff's recommendation of CH zoning with conditions (9-0)	12/2/04: Approved CH zoning (7-0); all 3 readings
C14-03-0017 (The Domain- 200.286 acres: 11400 Burnet Road)	MI-PDA to MI-PDA	6/11/03: Approved staff's recommendation of MI-PDA zoning, with inclusion of original PDA conditions (as read into the record) from Ordinance #000608-67 (8-0, R. Pratt-off dais)	7/31/03: Granted MI-PDA on all 3 readings (7-0)
C14-03-0016 (Multek: 3300 West Braker Lane)	MI to MI-PDA	6/11/03: Approved staff's recommendation of MI-PDA zoning (8-0, R. Pratt-off dais)	7/31/03: Granted MI-PDA on all 3 readings (7-0)
C14-03-0015 (The Domain- 0.783 acres: 11400 Burnet Road)	MI to CS	6/11/03: Approved staff's recommendation of CS-CO zoning (8-0, R. Pratt-off dais)	7/31/03: Granted CS-CO on all 3 readings
C14-02-0062 (11005 Burnet Road)	LI to CS-1	6/12/02: Approved CS-1 by consent (8-0)	7/11/02: Approved PC rec. of CS-1 (7-0); all 3 readings
C14H-00-2177 (Braker Pointe/ Rogers Homestead:	LI-PDA to LI-PDA	10/24/00: Approved staff rec. of LI-PDA (TR1), LI-PDA-H (TR2) by consent (9-0)	11/30/00: Approved LI-PDA (TR1) and LI-PDA-H (TR2); (7-0); all 3 readings

10801 N. MOPAC NB Expressway			
C14-00-2065 (Austin Tech Park: 11400 Burnet Road)	MI to MI-PDA	5/9/00: Approved staff rec. of MI-PDA by consent (8-0); with the following conditions: 1) That minimum lot size be 1 acre provided for any lots that directly abut Braker Lane and Burnet Road (but not both) and which are less than 3 acres in size. 2) The total number of additional curb cuts on Braker Lane & Burnet Road providing access to such lots shall not exceed 50 % of the total number of such lots. 3) The foregoing limitation shall not apply to any lot of more than 3 acres, which abut Braker Lane and Burnet Road.	6/8/00: Approved MI-PDA, with changes agreed to with neighborhood association (7-0); all 3 readings
C14-99-0024 (Woodfin Suite Hotel: 2618 Kramer Lane)	MI to GR	4/20/99: Approved staff alternate rec. of GR-CO, with CO for 2,200 vehicle trip limit, by consent (7-0)	5/20/99: Approved PC rec. of GR-CO w/ conditions (7-0); 1 st reading 6/3/99: Approved GR-CO w/ conditions (7-0); 2 nd /3 rd readings

RELATED CASES: C14-2007-0157 (North Burnet/Gateway NP Rezoning)

OTHER STAFF COMMENTS:

Comprehensive Planning

The Neighborhood Residential (NR) subdistrict comprises the northeastern portion of North Burnet Gateway. NR is used for primarily attached housing and neighborhood retail to transition to existing residential neighborhoods outside the NBG Zoning District. Local retail and supporting civic uses are also allowed. This area is currently characterized by sprawling shopping/warehouse centers, single family and multi family residences, significant tree canopy along Walnut Creek, and the barriers of Walnut Creek and the freight railroad. Buildings in this area range from one to three stories.

The development potential of the requested subdistrict CMU-Midway would offer a dramatic shift from the scale of currently existing or allowed development around 2700 Gracy Farms Lane. The NBG subdistrict that would be a “step up” from NR would be Neighborhood Mixed Use, which permits a maximum FAR with development bonus of 3:1 and maximum building height with development bonus of 120 feet.

2700 Gracy Farms Lane		
	Current	Request
Zoning	Neighborhood Residential subdistrict	CMU-Midway subdistrict
Land Use	Site size: 3.07 acres Hotel	The project proposes to build 20,000 sq ft of ground-floor retail, 350 multifamily housing units, and 210 hotel rooms.
By Right Height & FAR	Height: 60 feet (Figure 4-4) FAR: 1:1 (Figure 4-2)	Height: 60 feet (Figure 4-4) FAR: 1:1 (Figure 4-2)
Development Bonus	Height: 60 feet FAR: 2:1	Height: 350 feet FAR: 10:1
Setbacks & Stepbacks	Stepback: 30 ft stepback at the 6th story and above Interior side yard: 0 ft Rear yard: 5 ft Front yard and street side yard: No setbacks. See Section 4.3	Stepback: None Interior side yard: 0 ft Rear yard: 0 ft Front yard and street side yard: No setbacks. See Section 4.3
Maximum Impervious Cover	60% (Figure 4-6)	(Figure 4-6)
Active Edge	No	No
Adjacent Street Types	Gracy Farms Ln = NBG Pedestrian Priority Collector	Gracy Farms Ln = NBG Pedestrian Priority Collector

Future Streets	None around the Property	None around the Property
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Environmental

The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Walnut 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 sq. ft. 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.

Parks and Recreation

Parkland dedication will be required for the new applicable uses proposed by this development, multifamily with TOD-CMU-Midway zoning, at the time of subdivision or site plan, per City Code § 25-1-601. Whether the requirement shall be met with fees in-lieu or dedicated land will be determined using the criteria in City Code Title 25, Article 14, as amended.

The site meets one of the criteria for parkland dedication, namely, connectivity to adjacent parkland. As such, the Parks and Recreation Department (PARD) may consider a connection into Northern Walnut Creek Greenbelt toward satisfying the requirement at time of permitting (whether subdivision or site plan), should such a connection be feasible.

Should fees in-lieu be required, 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. At the applicant’s request, PARD can provide an early determination of whether fees in-lieu of land will be allowed.

Site Plan

Development of the property will be subject to the development standards established by the North Burnet/Gateway Regulating Plan.

Transportation

Zoning transportation analysis (ZTA) shall be performed at zoning where anticipated trips are anticipated to exceed 2,000 unadjusted trips to satisfy the LDC requirement for a TIA but does not diminish the authority to require a traffic impact analysis at site plan. LDC 25-6, TCM 10.5.0. Please see ZTA Memorandum – Exhibit H.

Assessment of required transportation mitigation, including the potential dedication of right of way and easements and participation in roadway and other multi-modal improvements, will occur at the time of site plan application. **Transportation assessment/traffic impact analysis and transportation demand management plan shall** be required at the time of site plan if triggered per **LDC 25-6 and TCM 10.2.1**.

The Austin Strategic Mobility Plan (ASMP) calls for 116 feet of right-of-way for Gracy Farms Lane. It is recommended that 58 feet of right-of-way from the existing centerline should be dedicated for Gracy Farms Lane according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

There is a proposed Urban Trail adjacent to this site, along the northern property boundary. An easement may be required.

The adjacent street characteristics table is provided below:

Name	ASMP Classification	ASMP Required ROW	Existing ROW	Existing Pavement	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
Gracy Farms Lane	Level 3-Minor Arterial	116 feet	Approx 80 feet	Approx 67 feet	Approx 6 feet on both sides of ROW	Yes	Yes

Water Utility

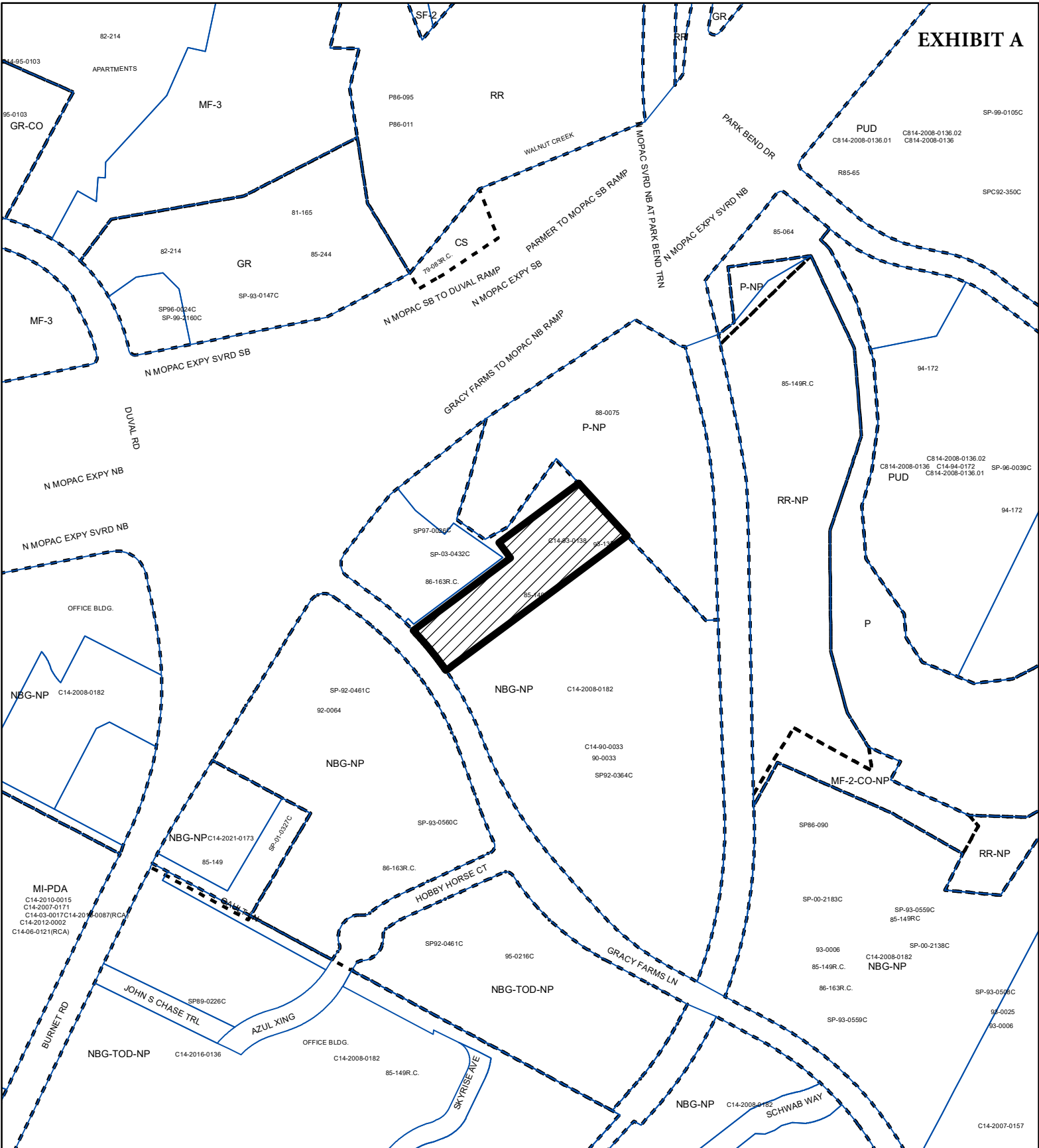
No comments on zoning change.

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

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. 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 TO FOLLOW




- A: Zoning Map
- B. Aerial Map
- C. Applicant's Request Letter
- D. North Burnet Gateway Neighborhood Plan FLUM
- E. Figure 4-1 NR: NBG Zoning District General Site Development Standards
- F. Figure 4-1 CMU: NBG Zoning District General Site Development Standards
- G. Zoning Traffic Analysis Memorandum



ZONING

ZONING CASE#: C14-2024-0005



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

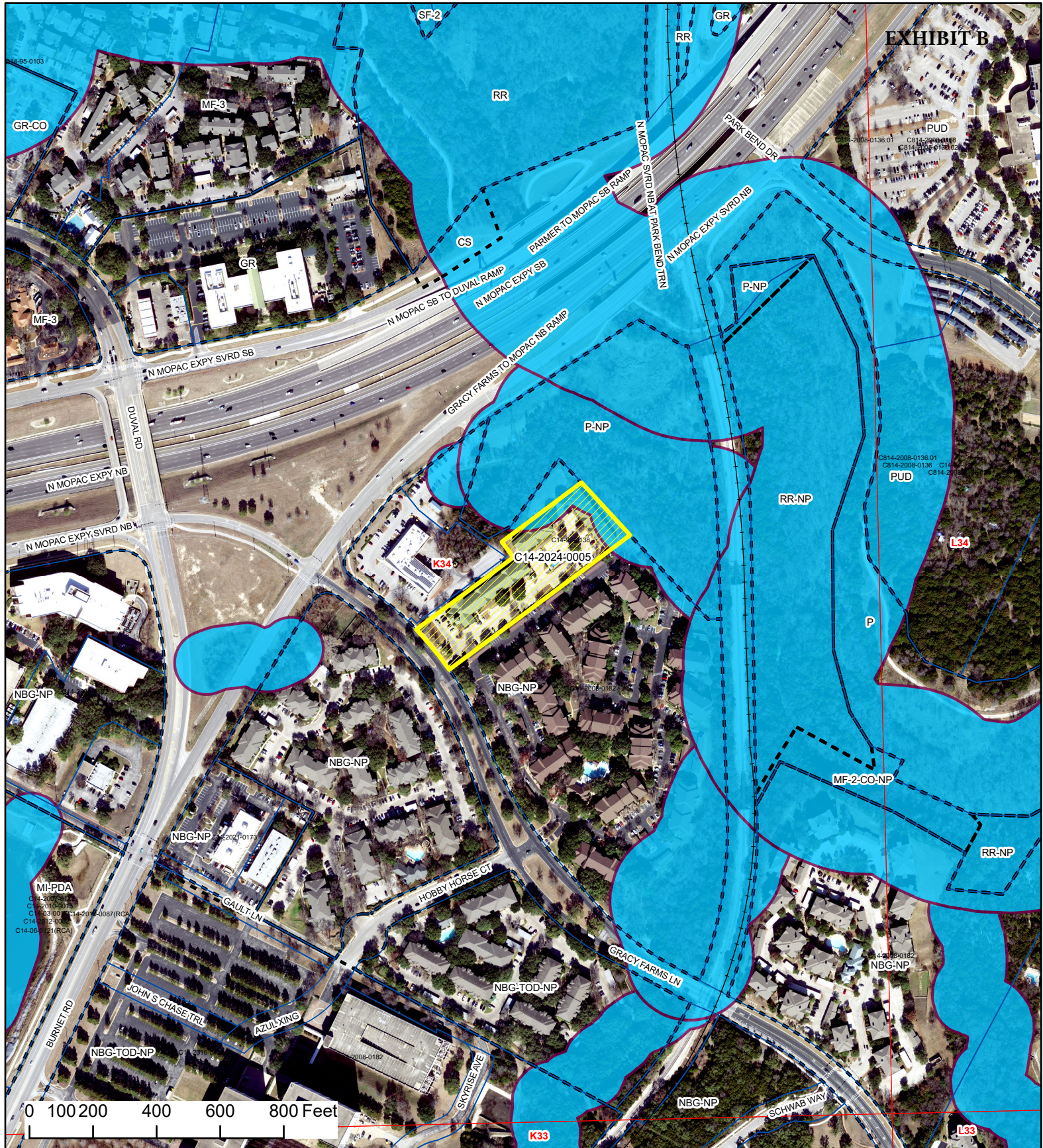


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This product has been produced by the Planning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

1" = 400'

Created: 1/26/2024



2700 Gracy Farms

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

CASE#: C14-2024-0005
 LOCATION: 2700 & 2700 1/2 Gracy Farms Ln
 SUBJECT AREA: 3.07 Acres
 GRID: K34
 MANAGER: Sherri Sirwaitis



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May 13, 2024

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

Via Electronic Delivery

Re: 2700 Gracy Farms Lane – Rezoning and Neighborhood Plan Amendment applications for the approximately 3.07-acre property located at 2700 Gracy Farms Lane and 2700½ Gracy Farms Lane in Austin, Travis County, Texas (the “Property”).

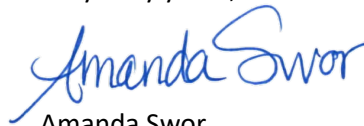
Dear Ms. Middleton-Pratt:

As representatives of the owner of the Property, we respectfully submit this letter to correct the requested zoning subdistrict stated in the applicant summary letter, rezoning and Neighborhood Plan Amendment applications currently under review, assigned case numbers C14-2024-0005 and NPA-2024-0024.01, submitted on January 23, 2024 and January 25, 2024, respectively.

The Property is currently zoned NBG-NP (North Burnet/Gateway – Neighborhood Plan), with a subdistrict designation of NR (Neighborhood Residential). The requested rezoning change is from the NR subdistrict to the CMU-Midway (Commercial Mixed Use – Midway Zone) subdistrict to allow for the redevelopment of the Property with a transit supportive, mixed-use building.

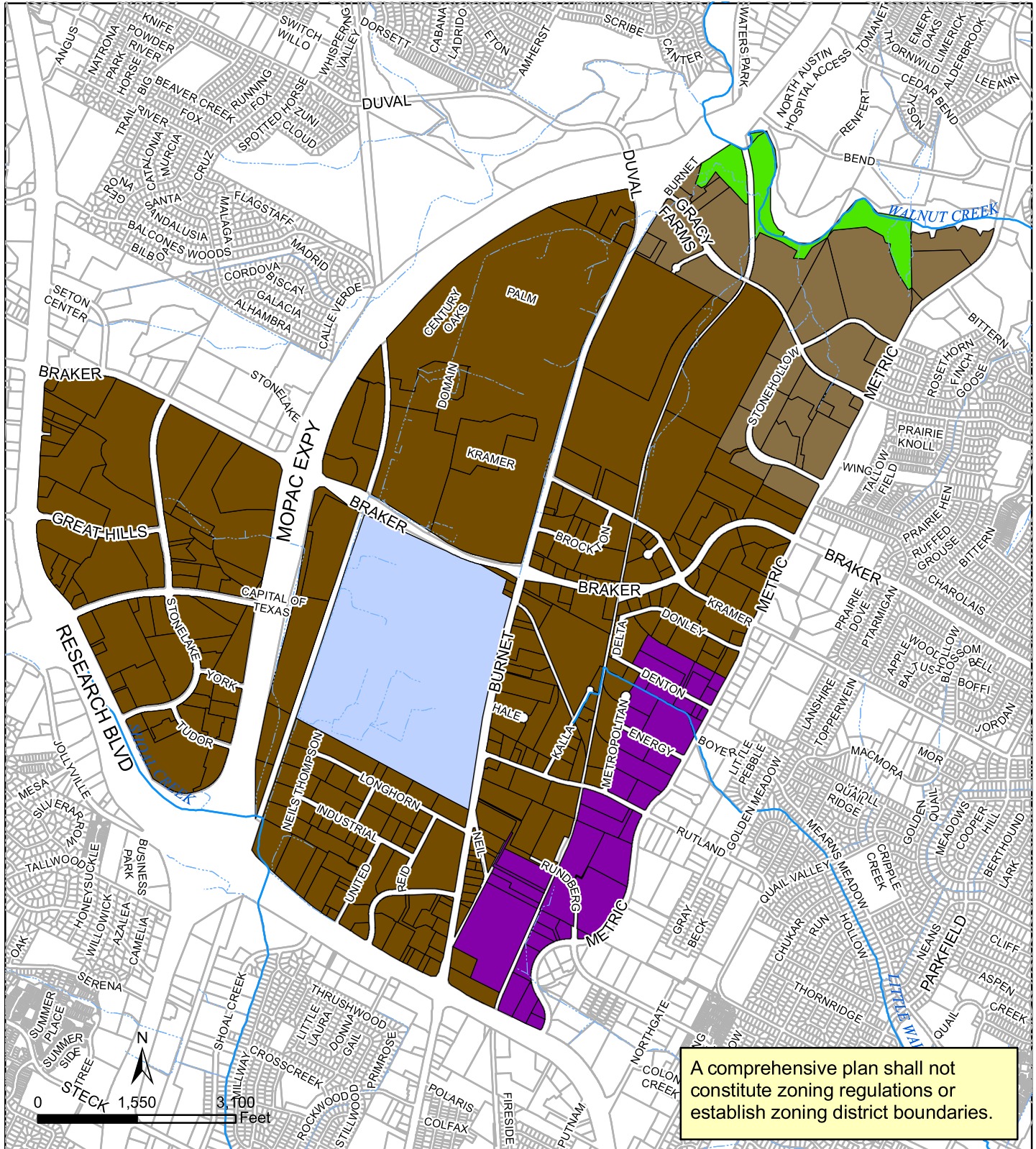
Please let me know if you or your team members require additional information or have any questions. Thank you for your time and attention to this project.

Very truly yours,



Amanda Swor

cc: Joi Harden, *Planning Department (via electronic delivery)*
Sherri Sirwaitis, *Planning Department (via electronic delivery)*
Maureen Meredith, *Planning Department (via electronic delivery)*

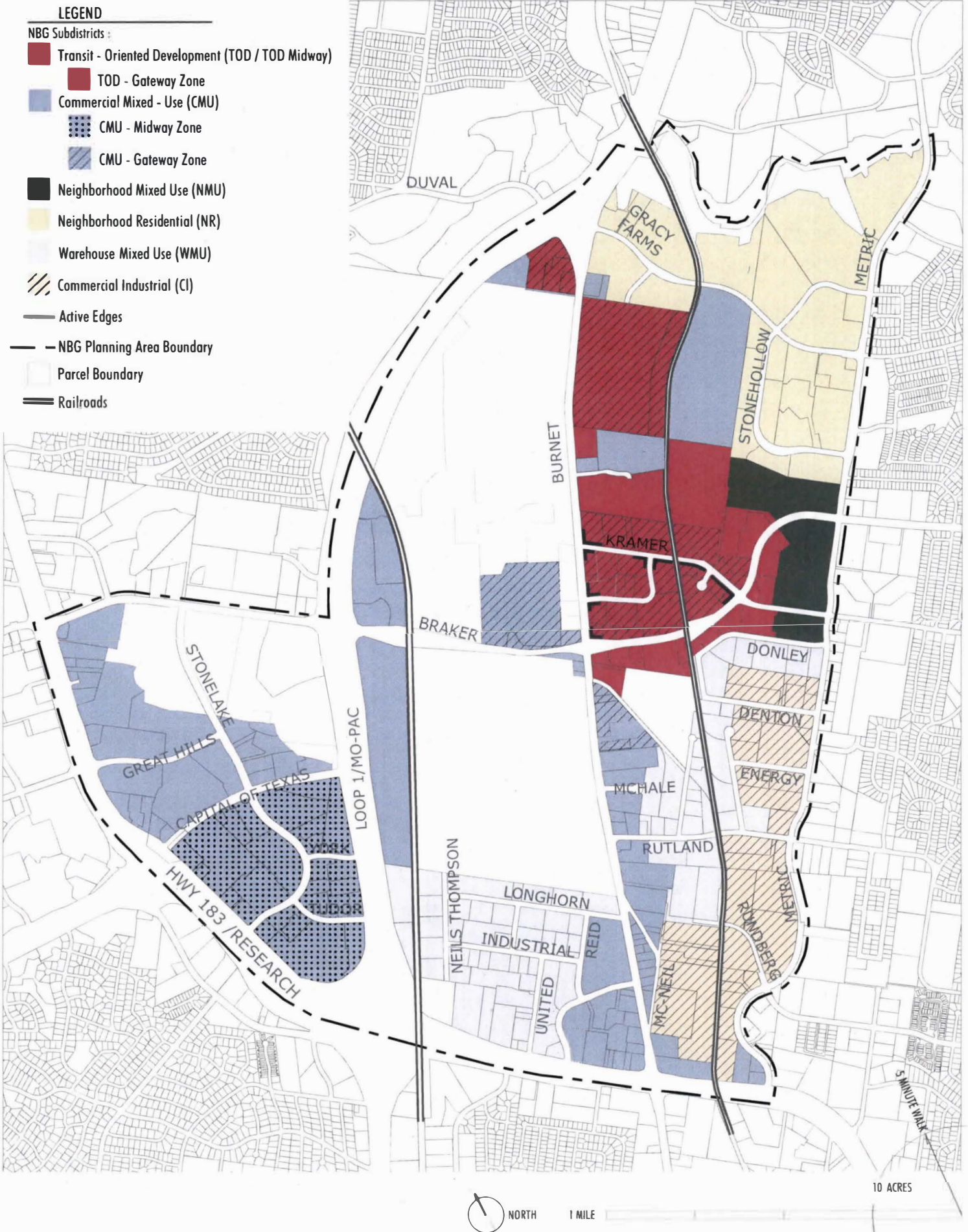


**North Burnet-Gateway
Combined Neighborhood Planning Area
Future Land Use Map (FLUM)**

Future Land Use Categories

- Mixed Use
- High Density Mixed Use
- Industry
- Civic
- Recreation & Open Space

Figure 1 - 2 : North Burnet / Gateway (NBG) Zoning District Subdistrict Map



**FIGURE 4 - 1 NR : NBG ZONING DISTRICT GENERAL SITE DEVELOPMENT STANDARDS
NEIGHBORHOOD RESIDENTIAL (NR) SUBDISTRICT**

LOT SIZE	
Minimum Lot Size	1,600 SF
Minimum Lot Width	20 Feet

MINIMUM SETBACKS	
Front Yard and Street Side Yard*:	
No ground-level front yard or street side yard setbacks are required. Instead, development must meet the building placement standards in Section 4.3.	
Front and Street Side Upper-Story Building Facade Stepbacks:	
The building facade at the 6th story and above must be stepped back 30 feet from the ground-level building facade line.	
Interior Side Yard:	0 Feet
Rear Yard:	5 Feet
* If the street right-of-way is less than 60 feet in width, the minimum front yard setback for buildings three or more stories in height shall be 30 feet from the center line of the street to ensure fire access.	

MAXIMUM IMPERVIOUS COVER	
If located in an urban watershed (Shoal or Little Walnut Creek) :	
Established on Figure 4-6 (Based on the maximum impervious cover allowed by the property's zoning prior to adoption of the this Document.)	
If located in a suburban watershed (Walnut Creek)*:	60%
* This requirement supersedes impervious cover requirements of Section 25-8-394(C) of the LDC.	

FLOOR TO AREA RATIO
Maximum Floor-to-Area Ratio (FAR) by Right:
Established on Figure 4-2 (Based on the maximum FAR allowed by the property's zoning prior to adoption of this Document)
Maximum Floor-to-Area Ratio (FAR) with Development Bonus: 2:1
This FAR may be granted in exchange for the provision of public benefits. The development bonus criteria and standards are detailed in Article 6.

BUILDING HEIGHT*
Minimum Building Height:
Not applicable
Maximum Building Height by Right:
Established on Figure 4-4 (Based on the maximum height allowed by the property's zoning prior to adoption of this Document.)
Maximum Building Height with Development Bonus: 60 Feet
This building height may be granted in exchange for the provision of public benefits. The development bonus criteria and standards are detailed in Article 6.
* Properties may be required to comply with the building height restrictions in Subsection 4.2.10 Compatibility Standards, if triggered by a property outside of the NBG Planning Area.



Typical examples of buildings in the Neighborhood Residential Subdistrict.

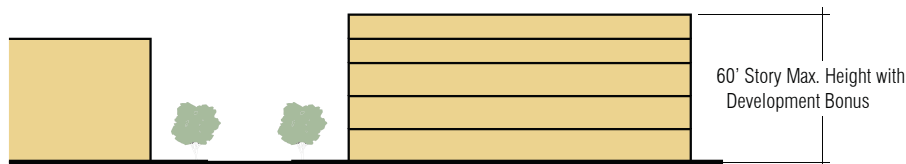


FIGURE 4 - 1 CMU : NBG ZONING DISTRICT GENERAL SITE DEVELOPMENT STANDARDS

COMMERCIAL MIXED USE (CMU) SUBDISTRICT

Exhibit "B"

Revised 08-04-22

LOT SIZE	
Minimum Lot Size	2,500 SF
Minimum Lot Width	20 Feet

MINIMUM SETBACKS	
Front Yard and Street Side Yard*:	
No ground-level front yard or street side yard setbacks are required. Instead, development must meet the building placement standards in Section 4.3.	
Front and Street Side Upper-Story Building Facade Stepbacks:	
The building facade at the 6th story and above must be stepped back 30 feet from the ground level building facade line.	
Interior Side Yard:	0 Feet
Rear Yard:	0 Feet
* If the street right-of-way is less than 60 feet in width, the minimum front yard setback for buildings three or more stories in height shall be 30 feet from the center line of the street to ensure fire access.	

FLOOR TO AREA RATIO	
Maximum Floor-to-Area Ratio (FAR) by Right:	
Established on Figure 4-2 (Based on the maximum FAR allowed by the property's zoning prior to adoption of this Document)	
Maximum Floor-to-Area Ratio (FAR) with Development Bonus:	
CMU Zone	3:1
CMU Midway Zone	10:1
CMU Gateway Zone	12:1
This FAR may be granted in exchange for the provision of public benefits. The development bonus criteria and standards are detailed in Article 6.	

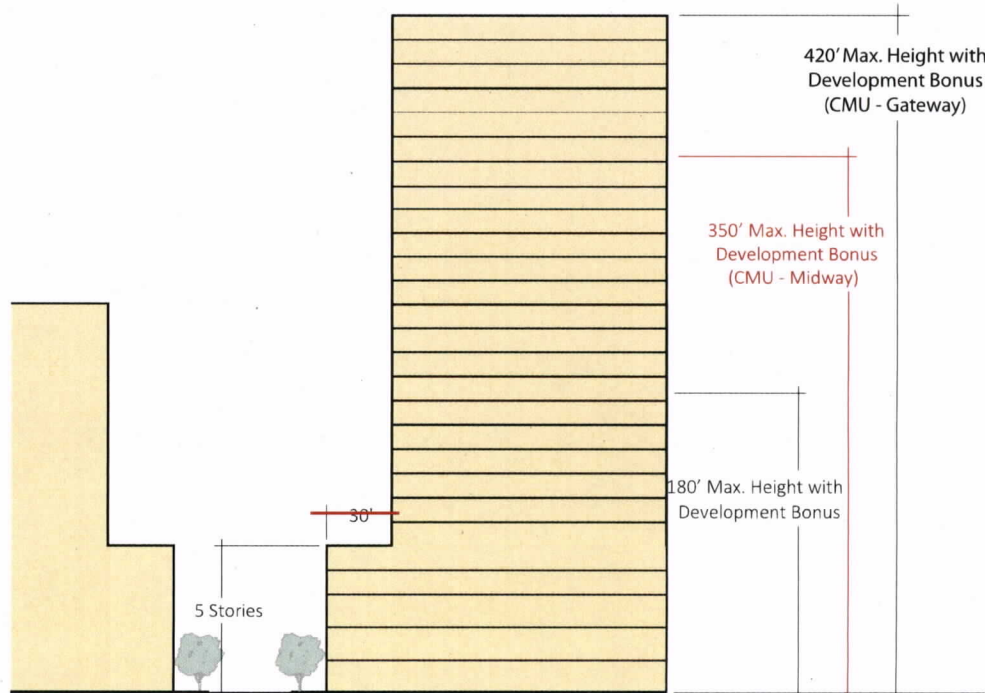
BUILDING HEIGHT	
Minimum Building Height:	
Not applicable	
Maximum Building Height by Right:	
Established on Figure 4-4 (Based on the maximum height allowed by the property's zoning prior to adoption of this Document.)	
Maximum Building Height with Development Bonus*:	
CMU Zone	180 Feet
CMU Midway Zone	350 Feet
CMU Gateway Zone	420 Feet
This building height may be granted in exchange for the provision of public benefits. The development bonus criteria and standards are detailed in Article 6.	
*Exception: If adjacent to or across the street from NR Subdistrict the maximum height is 120 feet.	



MAXIMUM IMPERVIOUS COVER	
If located in an urban watershed (Shoal or Little Walnut Creek) :	
Established on Figure 4-6 (Based on the maximum impervious cover allowed by the property's zoning prior to adoption of the this Document.)	
If located in a suburban watershed (Walnut Creek)*:	80%
* This requirement supersedes impervious cover requirements of Section 25-8-394(C) of the LDC.	

Typical examples of buildings in the Commercial Mixed Use Subdistrict.

PLATTING REQUIREMENTS	
If located in the CMU Gateway Zone:	
Section 24-4-171 (Access to Lots) of the City Code is modified to permit a lot to abut a dedicated public street or a Major Internal Drive.	



Zoning Transportation Analysis

Gracy Farms ZTA

Austin, Texas

Prepared for:

KREA, LLC

PO Box 535

Bellaire, TX 77402

Contact Name: Devin Ath

devinath98@gmail.com

Prepared by:

Kimley-Horn

10814 Jollyville Road, Building 4, Suite 200

Austin, Texas 78759

(737) 471-0320

Contact: Kelly Rees, P.E.



A handwritten signature in blue ink that reads "Kelly A. Rees".

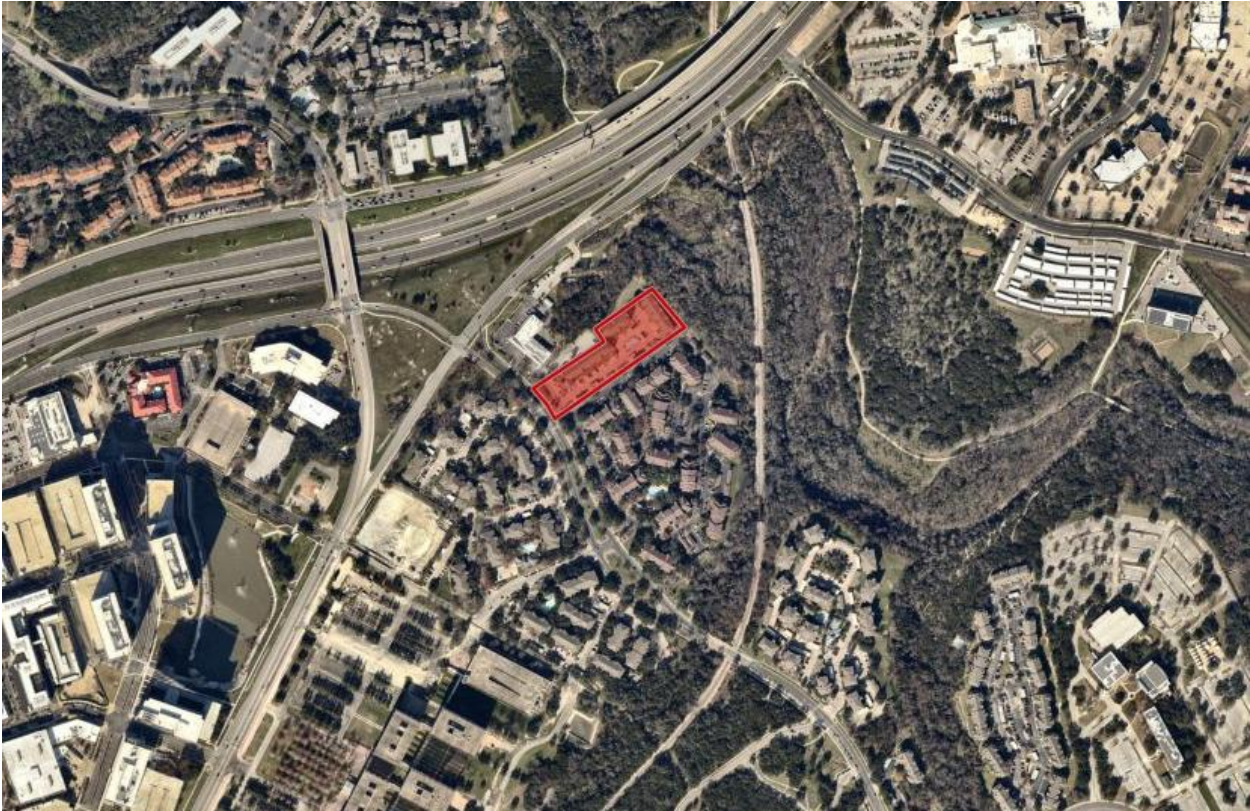
4.16.2024

KH Project No. 065006700

Submittal:

April 16, 2024

Gracy Farms ZTA



APRIL 12, 2024

Prepared By:



EXECUTIVE SUMMARY

The proposed Gracy Farms development is a site located north of Gracy Farms Ln and east of N Mopac Expy/Burnet Rd in the City of Austin, Texas. The site is proposing a new mid-rise multifamily development consisting of 350 dwelling units, 210 hotel rooms, and 20,000 square feet of strip retail plaza. The project is anticipated to be completed in a single phase by 2027.

Per the TIA determination form, shown in **Appendix A**, the applicant is required to submit a ZTA. The primary purpose of the ZTA is to analyze the proposed driveway. A projected volumes analysis was performed for Gracy Farms Ln.

The site will have access to the surrounding roadway network via one full-access driveway on Gracy Farms Ln. It should be noted that the proposed driveway will be situated at the same location as the existing driveway that is currently in use for accessing the existing development.

Site traffic is distributed into and out of the site driveway and onto the street system based on the area street system characteristics, existing traffic patterns, and the location of driveway access to/from the site.

For the proposed land uses, projected site traffic is calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* 11th Edition. The site is currently occupied by a 136-room motel. The proposed development is anticipated to generate approximately 215 new trips during the AM peak-hour and 310 new trips during PM peak-hour.

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INTRODUCTION AND BACKGROUND

PURPOSE

Kimley-Horn and Associates, Inc. was retained to conduct a Zoning Transportation Analysis (ZTA) of future traffic volume conditions associated with the Gracy Farms development, located north of Gracy Farms Ln and east of N Mopac Expy/Burnet Rd in the City of Austin, Texas. A site vicinity map is provided in **Figure 1**.

The primary purpose of the ZTA is to analyze the proposed driveway. A projected volume analysis was performed on Gracy Farms Ln as part of this ZTA. It should be noted that the proposed driveway will be situated at the same location as the existing driveway that is currently in use for accessing the existing development.

GENERAL STUDY INFORMATION

The site is anticipated to be comprised of a new mid-rise multifamily development consisting of 350 dwelling units, 210 hotel rooms, and 20,000 square feet of strip retail plaza. The site will have access to the surrounding roadway network via one full access driveway on Gracy Farms Ln. Any changes to the site access will be reflected in future submittals and/or the TIA report.

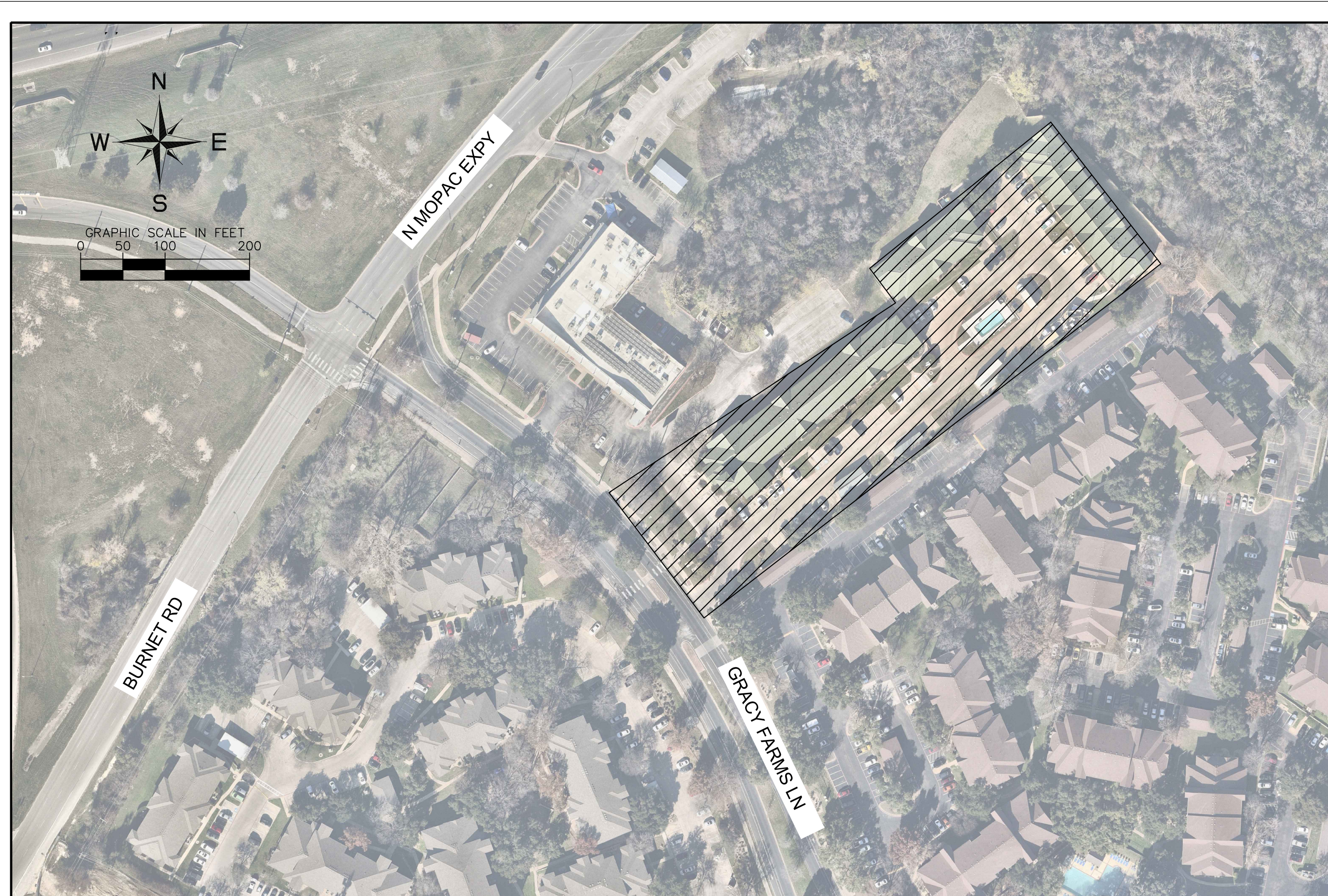
The following scenarios were analyzed for the site driveways:

- Build-Out (2027): 2024 tube counts grown to 2027 + site trips

The site is currently vacant. The most intensive potential mix of land uses for the development are summarized in **Table 1**.

Table 1 – Proposed Land Uses

Land Uses	Size	Unit	ITE Code
Multifamily Housing (Mid-Rise)	350	DU	221
Hotel	210	Rooms	310
Strip Retail Plaza (<40k)	20,000	SF	822



2024 EXISTING AND 2027 NO BUILD VOLUMES

24-hour tube counts were collected on Gracy Farms Ln on Wednesday, April 3, 2024. These counts are provided in **Appendix B**. To obtain 2027 No Build volumes, the AM and PM peak hour through volumes at these locations were calculated and then adjusted to 2027 using a 2% annual growth rate. **Table 2** shows the growth rate calculations. 2024 Existing and 2027 No Build volumes are shown in tabular format in **Appendix C**.

Table 2 – Growth Rate Calculation

Year	227HP5310 Gracy Farms Ln West of site	227UR176 Gracy Farms Ln Southeast of site
2020	4613	4922
2015	8,771	9,649
Growth Rate	-12.06%	-12.60%
Average	-12.33%	
Assumed	2.00%	

TRIP GENERATION AND DISTRIBUTION

TRIP GENERATION

Site-generated traffic estimates are determined through a process known as trip generation. The acknowledged source for trip generation rates is the 11th edition of *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. The trips indicated are one-way trips or trip ends, where one vehicle entering and exiting the site is counted as two trips (one inbound trip and one outbound trip).

The City of Austin will require the applicant to submit a TDM Plan, including a Sustainable Modes Analysis, at the time of the SDP application process. The TDM Plan is a series of measures that help reduce demand for single-occupancy vehicle trips to/from a site or to incentivize those trips to occur outside of peak hours. The City has an established list of accepted TDM measures and their associated point values and percent trip reduction in the latest Street Impact Fee spreadsheet. A list of the TDM strategies chosen for the proposed development and their associated point values and trip reductions will be included as part of the TDM Plan. Because this site is located in the urban transition zone, the trip reductions associated with the chosen measures must add to at least 10%. Therefore, a 10% reduction has been applied to daily and peak hour trips.

Table 3 summarizes the resulting AM and PM peak hour trip generation. Details of site trip generation are provided in **Appendix D**.

Table 3 –Site Trip Generation

Land Uses	Quantity	ITE Code	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	350 Dwelling Units	221	1,590	144	33	111	138	84	54
Hotel	210 Room(s)	310	1,678	98	55	43	128	65	63
Strip Retail Plaza (<40k)	20,000 Sq Ft GLA	822	1,074	47	28	19	132	66	66
Total Project Trips			4,342	289	116	173	398	215	183
TDM Reduction (10%)			434	29	12	17	40	22	18
Existing			600	46	24	22	49	24	25
TOTAL NET NEW TRIPS			3,308	215	80	134	309	170	139

Notes:

1. Multifamily Housing (Mid-Rise)
 - Daily: $T = 4.54(X)$
 - AM: $T = 0.44(X) - 11.61$; 23% IN, 77% OUT
 - PM: $T = 0.39(X) + 0.34$; 61% IN, 39% OUT
 - Where T = Trips and X = Dwelling Units
2. Hotel
 - Daily: $T = 7.99(X)$
 - AM: $T = 0.50(X) - 7.45$; 56% IN, 44% OUT
 - PM: $T = 0.74(X) - 27.89$; 51% IN, 49% OUT
 - Where T = Trips and X = Rooms

- 3. Strip Retail Plaza (<40k)
 - Daily: $T = 42.20(X) + 229.68$
 - AM: $T = 2.36(X)$; 60% IN, 40% OUT
 - PM: $T = 6.59(X)$; 50% IN, 50% OUT
 - Where T = Trips and X = Rooms

TRIP DISTRIBUTION AND ASSIGNMENT

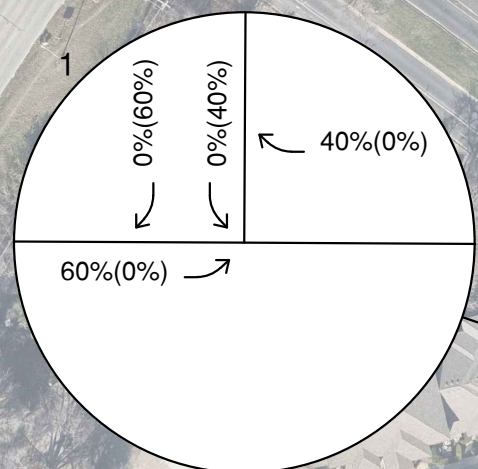
Site traffic is distributed into and out of the site driveway and onto the street system based on the area street system characteristics, existing traffic patterns, and the location of driveway access to/from the site. **Table 4** displays the general directional distribution percentages assumed for this development.

Table 4 – Site Trip Distribution




Description of Direction	Distribution
W Gracy Farms Ln	60%
E Gracy Farms Ln	40%

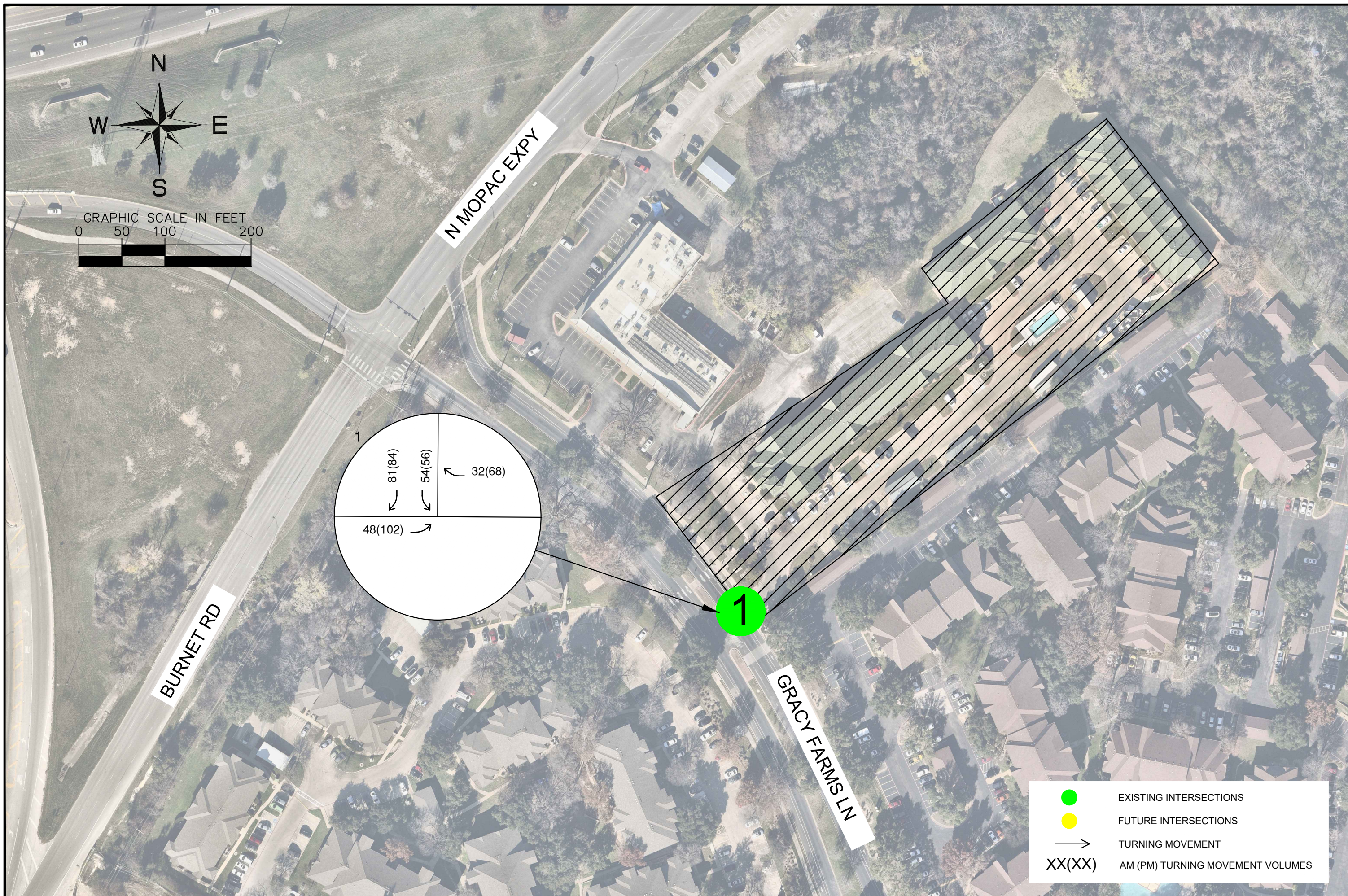
Figure 2 shows the resulting site trip assignment percentages at all study intersections for the proposed development. **Figure 3** shows the total site traffic for the AM and PM peak hours, which is calculated using the percentages for each trip assignment group in **Figure 2**.

Trip distributions entering and exiting the driveway are shown in **Figure 2** are based on a preliminary schematic of the site plan. The definitive version of the site plan will be incorporated as part of the TIA. As the site plan is finalized, the trip distribution is subject to change, pending the completion of the plan. At time of ZTA, the site remains preliminary, and the distributions provided are based on limited data.



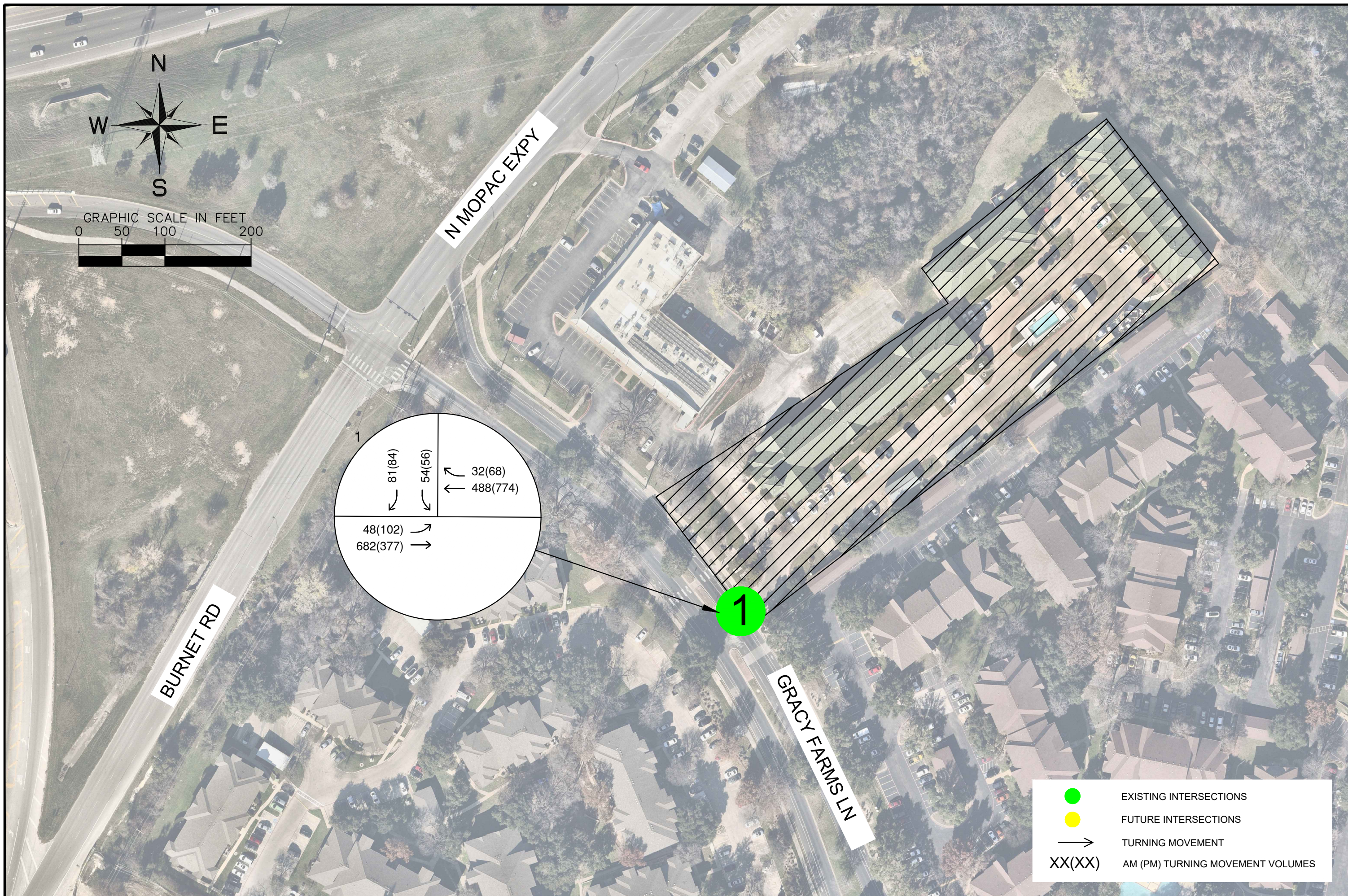
1




-  EXISTING INTERSECTIONS
-  FUTURE INTERSECTIONS
-  TURNING MOVEMENT
- XX (XX) IN (OUT) PERCENT OF TRIPS



2027 BUILD-OUT VOLUMES

Site traffic was added to the 2027 No Build volumes to represent estimated total build-out traffic conditions after the completion of the proposed development. The resulting total weekday AM and PM peak hour traffic volumes are shown in *Figure 4*.



-  EXISTING INTERSECTIONS
-  FUTURE INTERSECTIONS
-  TURNING MOVEMENT
- XX(XX)** AM (PM) TURNING MOVEMENT VOLUMES

TURN LANE ANALYSIS

Turn lane analysis was performed to assess the need for turn lanes into the site driveway.

Gracy Farms Ln is a Level 3 roadway that has a speed limit of 40 mph. The City of Austin requirements for turn lanes are established in the Transportation Criteria Manual. Right-turn lanes are required when the turning volume exceeds 200 vehicles, single left turn lanes are required when the turning volume exceeds 150 vehicles per hour.

A turn lane analysis is shown in **Table 5**. Results of the analysis show that no turn lanes are triggered.

Table 5 – Build-Out Turning Volumes

Intersection	Turning Movement	Existing Turn Lane	Turning Volume		Proposed Turn Lane
			AM	PM	
Driveway 1 & Gracy Farms Ln	WBR	No	32	68	No
	EBL	Yes	48	102	No

PROJECTED VOLUME ANALYSIS

As a part of ZTA study requirements per City of Austin TCM, a projected volume analysis has been conducted for Gracy Farms Ln, focusing on the frontage of the proposed development.

Gracy Farms Ln is classified as a Level 3 roadway in the ASMP and is designated as a Bicycle Priority. The ASMP recommends improvements that were identified in the North Burnet Regulating Plan, to provide 4 travel lanes with a raised median, all ages and abilities bicycle facilities, and sidewalks. In the vicinity of the site, there is currently a complete sidewalk network in place and striped bike facilities. The ASMP calls for a protected one-way bike lane.

The projected volume analysis for Gracy Farms Ln was conducted using the 24-hour counts provided in **Appendix B**. The data was utilized to evaluate existing link volumes and project the 2027 No-Build and 2027 Build-Out volumes. A growth factor of 2% per year was used to forecast future traffic conditions. The Austin Street Design guide, attached in **Appendix D**, serves as a reference for typical average daily traffic under existing cross section components.

Table 6 – Projected Volume Analysis

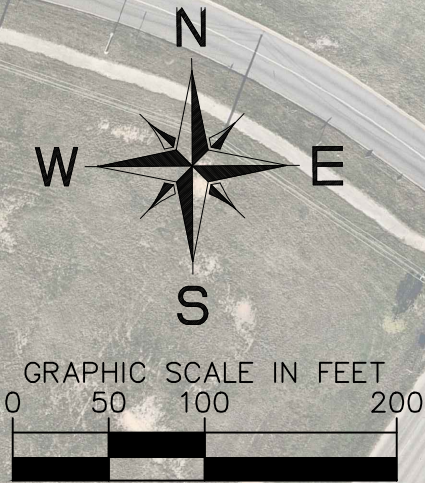
Roadway	ASMP Classification	Typical ADT Range (vpd)	2024 ADT	2027 No-Build ADT	2027 Allocated Trips (%)	2027 Site Trips	2027 Site + 2027 Forecasted ADT
Gracy Farms Ln	Level 3	10,000-20,000	12,625	13,400	100%	3,308	16,710

In 2027, with the addition of the site, Gracy Farms Ln is expected to maintain capacity within the City of Austin roadway standards for Level 3 roads.

SIGHT DISTANCE ANALYSIS

A sight distance analysis was performed in compliance with the guidelines outlined in the Transportation Criteria Manual at the location of the projected driveway.

Figure 5 shows that the proposed driveway meets and satisfies the distance requirement set forth using the guidelines available from the AASHTO Greenbook for a right turn. Planted trees that along the median encroach on the direct line of sight for those vehicles making a left turning movement. However, the proposed driveway will replace the existing driveway that has been approved and in operation.



SPEED
LIMIT
40

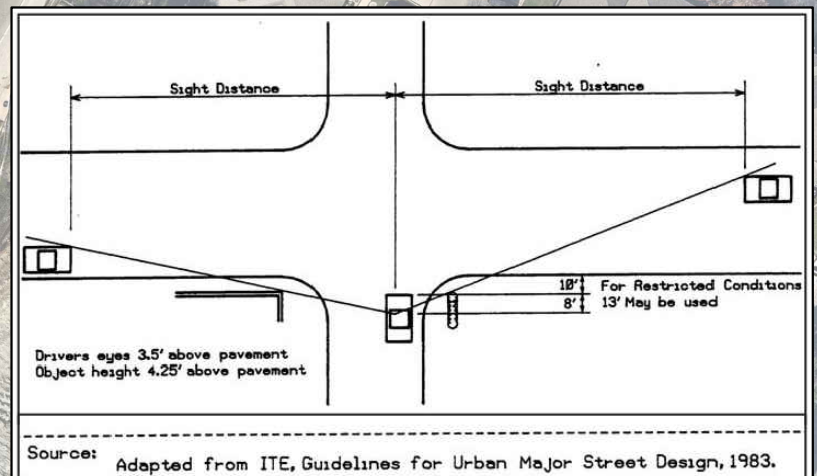
445' (AASHTO)

445' (AASHTO)

Table 9-7. Design Intersection Sight Distance—Case B1, Left Turn from Stop

Design Speed (mph)	Stopping Sight Distance (ft)	U.S. Customary		Metric	
		Intersection Sight Distance for Passenger Cars (ft)	Design (ft)	Intersection Sight Distance for Passenger Cars (m)	Design (m)
15	80	165.4	170	20	45
20	115	220.5	225	30	65
25	155	275.6	280	40	85
30	200	330.8	335	50	105
35	250	385.9	390	60	130
40	305	441.0	445	70	150
45	360	496.1	500	80	170
50	425	551.3	555	90	190
55	495	606.4	610	100	210
60	570	661.5	665	110	230
65	645	716.6	720	120	255
70	730	771.8	775	130	275
75	820	826.9	830		
80	910	882.0	885		

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.



PRELIMINARY TDM PLAN

The City of Austin has an established list of acceptable TDM measures and their associated point values and percent trip reduction in the latest Street Impact Fee worksheet. Because this site generates between 2,000 and 5,000 daily trips, the chosen measures must add to at least 20 total points. Additionally, because this site is located within the urban transition site context, the trip reductions associated with the chosen measures must add to a minimum of 10%.

A list of selected measures that could be implemented at the time of Site Plan is provided in **Table 7**. It is important to know that the list of selected measures constitutes a preliminary plan, and a commitment to these measures cannot be finalized during the zoning process. A more detailed and comprehensive plan will be presented in the final draft of the TIA, providing a more elaborate and concrete description of the proposed strategies and implementation methods.

Table 7 – Summary of Preliminary TDM Measures

Category	TDM Measure	Details	Points	% of Points
Contextual Trip Reduction Measures	Internal Trip Capture (CTR-1)	Mix of land uses being proposed, providing residents, employees, and site visitors with on-site access to housing/jobs, goods and services.	5	5%
	Transit Proximity (CTR-2)	At least half of the development site falls within ¼-mile of a High Capacity transit stop, or 1/8-mile of a High Frequency (15 min) transit stop; and a complete sidewalk network is in place between the development site and the nearest transit stop.	1	1%
Parking Measures	Reduced Parking Supply (P-1)	51% to 80% of the parking required by the LDC.	2	1%
Amenities and Programs Incentives	Designated Mobility Coordinator (API-2)	Designate a mobility coordinator to market, explain, and assist in the use of non-vehicular options among tenants and visitors.	1	0%
	Marketing and Information (API-3)		1	1%
	Delivery-Supportive Amenities (API-10)	Accommodate and encourage goods deliveries by providing building amenities that secure reception.	1	0%
Sustainable Mode Improvements	Pedestrian Access and Connectivity Improvements (SM-1)	Improve pedestrian facilities in the vicinity of the site.	7	0.85%
	Site Plan Access and Connectivity (SM-6)	Priority improvements identified in an approved Sustainable Modes analysis to be implemented at Site Plan after the completion of a Sustainable Modes plan.	2	1%
Total			20	10%

ASSESSMENT OF RIGHT OF WAY

According to aerial imagery, the current right-of-way (ROW) along Gracy Farms Ln in the vicinity of the site is 85 feet. The required ROW to implement the desirable cross section is 116 feet. It is projected that approximately 31 ft of ROW are required to satisfy the improvements identified in the ASMP. The 30 feet of dedication, split equally between the property to the north of the site and the site is 15 feet. The site will be required to dedicate 15 feet of ROW along Gracy Farms Ln.

As denoted in the ASMP, the developer will coordinate with the City of Austin to assess and establish the appropriate ROW dedication necessary to fulfill the improvement requirements stipulated in the ASMP.

All ROW dedications have been deferred to the Site Plan stage, with coordination facilitated by the north area program manager.

CONCLUSIONS AND CERTIFICATION STATEMENT

This study analyzes the proposed driveway for the Gracy Farms development.

I hereby certify that this report complies with the City Code and with applicable technical requirements of the City of Austin and is complete to the best of my knowledge.

KIMLEY-HORN AND ASSOCIATES

A handwritten signature in blue ink that reads "Kelly Rees". The signature is written in a cursive style with a large, stylized 'K' and 'R'.

Kelly Rees, P.E.
Project Manager

APPENDIX

Appendix A: TIA Determination Worksheet

ZONING

CITY OF AUSTIN TRAFFIC IMPACT ANALYSIS (TIA) DETERMINATION WORKSHEET

APPLICANT MUST FILL IN WORKSHEET PRIOR TO SUBMITTING FOR TIA DETERMINATION

PROJECT NAME: _____

LOCATION: _____

APPLICANT: _____ TELEPHONE NO: _____

APPLICATION STATUS: DEVELOPMENT ASSESSMENT: ___ ZONING: ___ SITE PLAN: ___

EXISTING:

FOR OFFICE USE ONLY

TRACT NUMBER	TRACT ACRES	BLDG SQ.FT.	ZONING	LAND USE	L.T.E CODE	TRIP RATE	TRIPS PER DAY
					311	4.40	497

PROPOSED

FOR OFFICE USE ONLY

TRACT NUMBER	TRACT ACRES	BLDG SQ.FT.	ZONING	LAND USE	L.T.E CODE	TRIP RATE	TRIPS PER DAY
					221	4.54	1,589
					310	7.99	1,678
				General Retail Sales (Convenience)	822	FCE	1,074

Net Trips: **3,844**

ABUTTING ROADWAYS

FOR OFFICE USE ONLY

STREET NAME	PROPOSED ACCESS?	PAVEMENT WIDTH	CLASSIFICATION

FOR OFFICE USE ONLY

A traffic impact analysis is required. The consultant preparing the study must meet with a transportation planner to discuss the scope and requirements of the study before beginning the study. **A Zoning Transportation Analysis (ZTA) is required.**

A traffic impact analysis is NOT required. The traffic generated by the proposal does not exceed the thresholds established in the Land Development Code.

The traffic impact analysis has been waived for the following reason: _____
 A Zoning Transportation Analysis (ZTA) is required. Please contact TDS staff to begin the process. _____

A neighborhood traffic analysis will be performed by the City for this project. The applicant may have to collect existing traffic counts. See a transportation planner for information.

REVIEWED BY: Adrianna Morrow Adrianna Morrow (COA) DATE: 12/28/2023

DISTRIBUTION:
 _____ FILE _____ CAP. METRO _____ TXDOT _____ TRANS. REV. _____ TRAVIS CO. _____ TRANS DEPT.

TOTAL COPIES: _____

NOTE: A TIA determination must be made prior to submittal of any zoning or site plan application, therefore, this completed and reviewed form **MUST ACCOMPANY** any subsequent application for the IDENTICAL project. **CHANGES** to the proposed project will **REQUIRE** a new TIA determination to be made.

Appendix B: 24-Hour Tube Counts

Type of report: Tube Count - Volume Data

LOCATION: Gracy Farms Ln East of Mopac Service Rd **QC JOB #:** 16545001
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Austin, TX **DATE:** Apr 3 2024 - Apr 3 2024

Start Time	Mon	Tue	Wed 3 Apr 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			8			8			8	
12:15 AM			6			6			6	
12:30 AM			6			6			6	
12:45 AM			3			3			3	
01:00 AM			4			4			4	
01:15 AM			7			7			7	
01:30 AM			5			5			5	
01:45 AM			0			0			0	
02:00 AM			2			2			2	
02:15 AM			1			1			1	
02:30 AM			1			1			1	
02:45 AM			3			3			3	
03:00 AM			1			1			1	
03:15 AM			5			5			5	
03:30 AM			3			3			3	
03:45 AM			4			4			4	
04:00 AM			5			5			5	
04:15 AM			4			4			4	
04:30 AM			7			7			7	
04:45 AM			11			11			11	
05:00 AM			9			9			9	
05:15 AM			12			12			12	
05:30 AM			24			24			24	
05:45 AM			23			23			23	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 4/8/2024 7:43 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Gracy Farms Ln East of Mopac Service Rd **QC JOB #:** 16545001
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Austin, TX **DATE:** Apr 3 2024 - Apr 3 2024

Start Time	Mon	Tue	Wed 3 Apr 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			26			26			26	
06:15 AM			45			45			45	
06:30 AM			36			36			36	
06:45 AM			69			69			69	
07:00 AM			85			85			85	
07:15 AM			105			105			105	
07:30 AM			136			136			136	
07:45 AM			115			115			115	
08:00 AM			104			104			104	
08:15 AM			73			73			73	
08:30 AM			92			92			92	
08:45 AM			95			95			95	
09:00 AM			73			73			73	
09:15 AM			76			76			76	
09:30 AM			75			75			75	
09:45 AM			65			65			65	
10:00 AM			60			60			60	
10:15 AM			70			70			70	
10:30 AM			68			68			68	
10:45 AM			70			70			70	
11:00 AM			62			62			62	
11:15 AM			78			78			78	
11:30 AM			89			89			89	
11:45 AM			99			99			99	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

LOCATION: Gracy Farms Ln East of Mopac Service Rd **QC JOB #:** 16545001
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Austin, TX **DATE:** Apr 3 2024 - Apr 3 2024

Start Time	Mon	Tue	Wed 3 Apr 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			125			125			125	
12:15 PM			94			94			94	
12:30 PM			113			113			113	
12:45 PM			100			100			100	
01:00 PM			97			97			97	
01:15 PM			86			86			86	
01:30 PM			103			103			103	
01:45 PM			98			98			98	
02:00 PM			106			106			106	
02:15 PM			99			99			99	
02:30 PM			113			113			113	
02:45 PM			96			96			96	
03:00 PM			142			142			142	
03:15 PM			151			151			151	
03:30 PM			176			176			176	
03:45 PM			185			185			185	
04:00 PM			183			183			183	
04:15 PM			177			177			177	
04:30 PM			172			172			172	
04:45 PM			185			185			185	
05:00 PM			180			180			180	
05:15 PM			179			179			179	
05:30 PM			174			174			174	
05:45 PM			196			196			196	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

LOCATION: Gracy Farms Ln East of Mopac Service Rd **QC JOB #:** 16545001
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Austin, TX **DATE:** Apr 3 2024 - Apr 3 2024

Start Time	Mon	Tue	Wed 3 Apr 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			180			180			180	
06:15 PM			162			162			162	
06:30 PM			96			96			96	
06:45 PM			109			109			109	
07:00 PM			71			71			71	
07:15 PM			64			64			64	
07:30 PM			75			75			75	
07:45 PM			50			50			50	
08:00 PM			45			45			45	
08:15 PM			53			53			53	
08:30 PM			53			53			53	
08:45 PM			52			52			52	
09:00 PM			43			43			43	
09:15 PM			45			45			45	
09:30 PM			34			34			34	
09:45 PM			27			27			27	
10:00 PM			33			33			33	
10:15 PM			20			20			20	
10:30 PM			25			25			25	
10:45 PM			18			18			18	
11:00 PM			9			9			9	
11:15 PM			19			19			19	
11:30 PM			9			9			9	
11:45 PM			12			12			12	
Day Total			6654			6654			6654	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			7:30 AM 136			7:30 AM 136			7:30 AM 136	
PM Peak 15-min Vol			5:45 PM 196			5:45 PM 196			5:45 PM 196	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Gracy Farms Ln East of Mopac Service Rd							QC JOB #: 16545001			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Austin, TX							DATE: Apr 3 2024 - Apr 3 2024			
Start Time	Mon	Tue	Wed 3 Apr 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			15			15			15	
12:15 AM			9			9			9	
12:30 AM			11			11			11	
12:45 AM			7			7			7	
01:00 AM			8			8			8	
01:15 AM			10			10			10	
01:30 AM			1			1			1	
01:45 AM			8			8			8	
02:00 AM			3			3			3	
02:15 AM			6			6			6	
02:30 AM			3			3			3	
02:45 AM			3			3			3	
03:00 AM			2			2			2	
03:15 AM			1			1			1	
03:30 AM			1			1			1	
03:45 AM			1			1			1	
04:00 AM			5			5			5	
04:15 AM			3			3			3	
04:30 AM			3			3			3	
04:45 AM			4			4			4	
05:00 AM			3			3			3	
05:15 AM			8			8			8	
05:30 AM			16			16			16	
05:45 AM			18			18			18	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 4/8/2024 7:43 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Gracy Farms Ln East of Mopac Service Rd **QC JOB #:** 16545001
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Austin, TX **DATE:** Apr 3 2024 - Apr 3 2024

Start Time	Mon	Tue	Wed 3 Apr 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			33			33			33	
06:15 AM			39			39			39	
06:30 AM			63			63			63	
06:45 AM			98			98			98	
07:00 AM			96			96			96	
07:15 AM			129			129			129	
07:30 AM			169			169			169	
07:45 AM			146			146			146	
08:00 AM			134			134			134	
08:15 AM			138			138			138	
08:30 AM			169			169			169	
08:45 AM			162			162			162	
09:00 AM			174			174			174	
09:15 AM			177			177			177	
09:30 AM			122			122			122	
09:45 AM			124			124			124	
10:00 AM			104			104			104	
10:15 AM			96			96			96	
10:30 AM			80			80			80	
10:45 AM			64			64			64	
11:00 AM			83			83			83	
11:15 AM			56			56			56	
11:30 AM			65			65			65	
11:45 AM			74			74			74	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

LOCATION: Gracy Farms Ln East of Mopac Service Rd **QC JOB #:** 16545001
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Austin, TX **DATE:** Apr 3 2024 - Apr 3 2024

Start Time	Mon	Tue	Wed 3 Apr 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			78			78			78	
12:15 PM			90			90			90	
12:30 PM			72			72			72	
12:45 PM			112			112			112	
01:00 PM			90			90			90	
01:15 PM			94			94			94	
01:30 PM			80			80			80	
01:45 PM			73			73			73	
02:00 PM			58			58			58	
02:15 PM			72			72			72	
02:30 PM			65			65			65	
02:45 PM			72			72			72	
03:00 PM			56			56			56	
03:15 PM			75			75			75	
03:30 PM			72			72			72	
03:45 PM			83			83			83	
04:00 PM			63			63			63	
04:15 PM			79			79			79	
04:30 PM			79			79			79	
04:45 PM			89			89			89	
05:00 PM			77			77			77	
05:15 PM			105			105			105	
05:30 PM			79			79			79	
05:45 PM			86			86			86	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

LOCATION: Gracy Farms Ln East of Mopac Service Rd SPECIFIC LOCATION: CITY/STATE: Austin, TX							QC JOB #: 16545001 DIRECTION: EB DATE: Apr 3 2024 - Apr 3 2024			
Start Time	Mon	Tue	Wed 3 Apr 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			85			85			85	
06:15 PM			90			90			90	
06:30 PM			86			86			86	
06:45 PM			79			79			79	
07:00 PM			61			61			61	
07:15 PM			79			79			79	
07:30 PM			66			66			66	
07:45 PM			67			67			67	
08:00 PM			65			65			65	
08:15 PM			82			82			82	
08:30 PM			53			53			53	
08:45 PM			60			60			60	
09:00 PM			60			60			60	
09:15 PM			53			53			53	
09:30 PM			49			49			49	
09:45 PM			44			44			44	
10:00 PM			47			47			47	
10:15 PM			46			46			46	
10:30 PM			39			39			39	
10:45 PM			25			25			25	
11:00 PM			31			31			31	
11:15 PM			23			23			23	
11:30 PM			21			21			21	
11:45 PM			17			17			17	
Day Total			5971			5971			5971	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			9:15 AM 177			9:15 AM 177			9:15 AM 177	
PM Peak 15-min Vol			12:45 PM 112			12:45 PM 112			12:45 PM 112	
<i>Comments:</i>										

Appendix C: Traffic Volume Calculations

Appendix C: Volume Calculations

	Intersection (North/South and East/West)	Direction	AutoCAD Index	Existing Counts (2024)		2027 % Trip Assignment		2027 Site Trips		2027 Build Out	
				AM	PM	IN	OUT	AM	PM	AM	PM
				1	Dwy 1	SB	SBL			0	40
at	(Dwy 1)	SBT				0	0	0	0	0	0
Gracy Farms Ln		SBR				0	60	81	84	81	84
	WB	WBL				0	0	0	0	0	0
	(Gracy Farms Ln)	WBT	460		729	0	0	0	0	488	774
		WBR				40	0	32	68	32	68
	NB	NBL				0	0	0	0	0	0
	(Dwy 1)	NBT				0	0	0	0	0	0
		NBR				0	0	0	0	0	0
	EB	EBL				60	0	48	102	48	102
	(Gracy Farms Ln)	EBT	643	355	0	0	0	0	682	377	
		EBR			0	0	0	0	0	0	

Appendix D: Trip Generation Calculations

Appendix D: Trip Generation Calculations

DAILY																									
Phase	ITE Code	Land-Use Description	Land-Use	# UNITS	UNIT	Phase Percentage	Total Trips			TDM	TDM Trips			Existing Trips			Net Trips After All Reductions			Phase	Net Trips After All Reductions By Phase				
							Total	In	Out		Total	In	Out	Total	In	Out	Total	In	Out		Total	In	Out		
1	221	Residential	Multifamily Housing (Mid-Rise)	350	Dwelling Unit(s)	100%	1,590			10%	159			220			1,211			1			3,308		
1	310	Select Use	Hotel	210	Room(s)	100%	1,678			10%	168			232			1,278			1					
1	822	Select Use	Strip Retail Plaza (<40k)	20	1,000 Sq Ft GLA	100%	1,074			10%	107			148			818			1					
TOTAL							4,342				434			600			3,308						3,308		

AM PEAK-PERIOD																							
Phase	ITE Code	Land-Use Description	Land-Use	# UNITS	UNIT	Phase Percentage	Total Trips			TDM	TDM Trips			Existing Trips			Net Trips After All Reductions			Phase	Net Trips After All Reductions By Phase		
							Total	In	Out		AM	Total	In	Out	Total	In	Out	Total	In		Out	Total	In
1	221	Residential	Multifamily Housing (Mid-Rise)	350	Dwelling Unit(s)	100%	144	33	111	10%	14	3	11	21	7	14	109	23	86	1	215	80	134
1	310	Select Use	Hotel	210	Room(s)	100%	98	55	43	10%	10	6	4	16	11	5	72	39	33	1			
1	822	Select Use	Strip Retail Plaza (<40k)	20	1,000 Sq Ft GLA	100%	47	28	19	10%	5	3	2	8	6	2	34	19	15	1			
TOTAL							289	116	173		29	12	17	46	24	22	215	80	134		215	80	134

PM PEAK-PERIOD																							
Phase	ITE Code	Land-Use Description	Land-Use	# UNITS	UNIT	Phase Percentage	Total Trips			TDM	TDM Trips			Existing Trips			Net Trips After All Reductions			Phase	Net Trips After All Reductions By Phase		
							Total	In	Out		PM	Total	In	Out	Total	In	Out	Total	In		Out	Total	In
1	221	Residential	Multifamily Housing (Mid-Rise)	350	Dwelling Unit(s)	100%	138	84	54	10%	14	8	5	16	9	7	108	67	42	1	309	171	139
1	310	Select Use	Hotel	210	Room(s)	100%	128	65	63	10%	13	7	6	16	7	9	99	52	47	1			
1	822	Select Use	Strip Retail Plaza (<40k)	20	1,000 Sq Ft GLA	100%	132	66	66	10%	13	7	7	16	7	9	103	52	50	1			
TOTAL							398	215	183		40	22	18	49	24	25	310	171	139		309	171	139

Appendix E: Austin Street Design Guide- Multimodal Design Table

The following is the Multimodal Design Table which can be used to develop the elements of the street.

Multimodal Design Table

Context	Level	Typical ADT Range (vpd) ¹	Number of Lanes ¹	Target Speed (mph) ¹	Bus Frequency	Bike Facility*	Pedestrian Facilities		Transit Facility*	Parking Facility***
						Type ²	Sidewalks	Safe Crossing Density***	Type ³	Type ³
All (Except Alternatives)	1	< 2,000	2	20	Very Low	Quiet Street		Every Block	None	Parallel
	2	2,000 - 5,000	2	25	Low	Conventional, Buffered, or Raised Bicycle Lane	Sidewalk and Buffer	1/8 Mile	Boarding islands/bulbs	Parallel
		5,000 - 10,000	2	25	Medium	Buffered or Raised Bicycle Lane			Peak-only dedicated lanes	Parallel
	3	10,000 - 20,000	3	35	High	Raised Bicycle Lane			Dedicated to Peak-only lanes	Parallel
		15,000 - 40,000	4 (Divided)	35	Very High	Raised Bicycle Lane			Dedicated Transit Lanes	
	4	35,000 - 45,000	4 (Divided)	40	High	Raised Bicycle Lane			Dedicated or Peak-only lanes	Access Lanes
40,000 +		6 (Divided)	40	Very High	Raised Bicycle Lane	Dedicated Transit Lanes				
Suburban	2	2,000 - 5,000	2	25	Very Low	Conventional, Buffered, or Raised Bicycle Lane	Sidewalk OR Shared Use Paths and Buffer Zone	1/4 Mile	None	Parallel
		5,000 - 10,000	2	30	Low	Buffered or Raised Bicycle Lane			Boarding islands/bulbs	Parallel
	3	10,000 - 20,000	3	35	Medium	Raised Bicycle Lane			Peak-Only dedicated lanes	Curb Extensions
		20,000 - 40,000	4 (Divided)	40	High	Raised Bicycle Lane			Dedicated or Peak-Only lanes	None
	4	35,000 - 45,000	4 (Divided)	40	Medium	Raised Bicycle Lane OR Shared Use Path			Peak-Only dedicated lanes	None
		40,000 +	6 (Divided)	45	High	Raised Bicycle Lane OR Shared Use Path			Dedicated or Peak-only lanes	None
Industrial	2	< 20,000	3	25	N/A	Buffered Bicycle Lane	Sidewalk and Buffer Zone	1/2 Mile	None	Parallel
	3	10,000 - 30,000	5	30	N/A	Raised Bicycle Lane			None	None
Alternative	1	< 3,000	2	25	N/A	Wide Outside Lane	Sidewalk and Buffer Zone	1/2 Mile	None	Shared Space
	2	3,000 - 10,000	2	35-40	N/A	8' Shoulder OR Share Use Path	Sidewalk OR Shared Use Paths and Buffer Zone		None	None
	3	8,000 - 20,000	3	45-55	N/A	8' Shoulder OR Shared Use Path			None	None
	4	20,000 +	5	50-65	N/A	(8+)' Wide Shoulder OR Shared Use Path			None	None

* Denotes preferred facility if ROW allows. Alternatives can be found in the Design Matrix.

**Denotes that these will not be included except by ROW/easement dedication for expanded pavement width of additional 8' per side of parking.

***For Crossing Facilities, reference TCRP Report 112/NCHRP Report 562 "Improving Pedestrian Safety at Unsignalized Crossings".

¹ Based in part on *Designing Walkable Urban Thoroughfares, 2010*, but modified to accommodate street levels.

² Types are taken from 2014 Bike Plan (except Access Lanes - *Urban Walkable Thoroughfares, 2010*)

³ Types are interpreted from NACTO Transit Street Design Guide