

# Throuwer Design

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March 28, 2016

Ms. Sherri Sirwatis,  
Case Manager  
Planning & Zoning Department  
City of Austin  
P.O. Box 1088  
Austin, Texas 78767

RE: The Grove at Shoal Creek – Update #6  
C814-2015-0074  
4205 Bull Creek Road

All Reviewers,

The following are the requisite response for the informal updates to the Master Comment Report dated March 23, 2016 and subsequent emails with City staff.

We have, herein, submitted all materials to address all remaining informal comments from the latest Master Review Report. If you feel any items are not in the packets provided, please call us and we will provide that information immediately.

Informal Responses to Update 5 Master Review Report #6  
The Grove at Shoal Creek PUD  
C814-2015-0074  
March 23, 2016

Environmental Review - Jim Dymkowski 512-974-2707

EV9: UPDATE 5: Please clarify why not all of the road cross sections (residential alley and 45<sup>th</sup> St. trail) have been updated for the 7 foot width. Are these two roads not roads that would include the additional planted trees for project environmental superiority? Comment pending.

Response: Street trees in alleys are not a Subchapter E requirement and are not part of our proposed superiority. Though we will endeavor to plant trees along alleys where possible, alleys are inherently limited in space and frequently occupied by utilities, which can limit tree plantings.

EV 11 The applicant's request for the removal of specific trees up front with the PUD as shown on the disposition plan, along with the proposed density of this urban mixed use development, has raised concerns with the project having the ability to replant all of the required mitigation trees within the boundaries of future development. Staff will need some assurances with the PUD that trees removed for proposed projects will have the ability to replant required mitigation trees onsite. Please provide additional information for review using the PUD land plan and its proposed densities and the tree disposition plan to show how much mitigation is required or the known tree removals and how those areas in the land plan would be able to satisfy the onsite replant requirement. Additional comments may be generated.

Response: EV11: We have added Note 6 on the Tree Disposition plan clearly stating that all tree mitigation is required to occur on site and within the same site plan. Fee in lieu and tracking across site plans will not be permitted in order to meet the mitigation requirements for the site.

PARD / Planning & Design Review - Marilyn Lamensdorf - 512-974-9372

Response: Ricardo Soliz has acknowledged departmental sign-off has been completed.

Transportation Review - Bryan Golden - 512-974-3124

#### **GENERAL COMMENTS**

- A. Written approval from the Texas Department of Transportation (TxDOT) of the proposed Traffic Phasing Agreement is required for the proposed PUD as various state-maintained roadways are bordering the PUD area.

Response: TxDOT provided the attached email stating that TxDOT had no further comments.

**B. Pedestrian crossings should be identified and paired with the (proposed) location of transit stops. Provide map showing location(s) of transit stops (current and proposed). The TIA allows for a 5% transit reduction, assuming bus headways are decreased from current service levels. Applicant to provide final written confirmation from CapMetro that current and future services levels on Bull Creek Road will support the 5% transit reduction as presented in the TIA prior to final Council approval.**

Response: The anticipated transit based on allowable reductions indicated 73 people may use the bus system in the AM peak and 102 people may use the bus system in the PM peak. The current bus route #19 has a current headway of 35 to 40 minutes in each direction. At a 40 minute headway (assuming 4 buses) the PM peak would increase ridership to 26 persons per bus. Based on the low ridership currently seen on this route it is feasible the current headway may already accommodate the additional ridership. Assuming fewer buses will also allow for improved traffic flow due to lesser bus blockages.

**DSD1. Update 1 – After interdepartmental discussion, the proposed development shall dedicate Jackson Avenue as a public roadway to the City of Austin. As agreed by the applicant, Lot 43, Shoal Village Section 2, shall be dedicated as public right-of-way to the City of Austin for the extension of Jackson Avenue to 45th Street. Vehicular access at the intersection of 45th Street and Jackson Avenue shall be limited to “right-in, right-out only.” Staff will review roadway design plans submitted by the Applicant as part of the subdivision and site development permit**

process. A pedestrian hybrid beacon may be installed at the intersection of Jackson Avenue and 45th Street to facilitate pedestrian crossings across 45th Street. The timing of the installation of the pedestrian hybrid beacon shall be determined by the Austin Transportation Department.

Response: Design Guidelines have been updated to indicate that Jackson Avenue will be publicly dedicated. Land Use Plan has been updated to indicate right-in right-out only connection to 45<sup>th</sup> Street at Lot 43.

**DSD3. Update 1** - Project will be built in two phases: for initial 2018 build conditions (Phase 1), the improvement of the Bull Creek Road/45<sup>th</sup> Street intersection is required. The phase one improvements shall be inclusive of the following elements: dedication of right-of-way, bicycle lanes, medians, turn lanes, sidewalks, and trails. The details of the phasing and timing of the specific improvements will be finalized with the Traffic Phasing Agreement that accompanies the final PUD Ordinance per the comment below as DSD5. NOTE: TxDOT agreement of the terms of fiscal participation for off-site improvements is required.

Response: The Traffic Phasing Agreement will be prepared as part of the final PUD documentation and in consultation with City Law Department. The Traffic Phasing Agreement will be prepared upon approval of the TIA and its proposed phases for execution prior to City Council adoption. As requested the improvements for the Bull Creek Road/45<sup>th</sup> Street intersection have been moved to 2018 (phase 1).

**DSD4. Repeat comment** - 2024 build conditions (Phase 2) will include full width reconstruction of Bull Creek Road and improvements to Jackson Avenue. In accordance with ATD TIA Comment 3, the improvements to Jackson Avenue will be identified and addressed at the time of the warrant study to support the signalization of Jackson Avenue and Bull Creek Road.

Response: Comment Noted. Improvements to Jackson Avenue will be identified and addressed at the time of the signal warrant study for the signal at Jackson and Bull Creek Road.

**DSD5. Repeat comment** - Please provide a draft Traffic Phasing Agreement that clearly outlines the traffic improvements to be built for each phase of the development. NOTE: the traffic phasing agreement will require the approval from the COA Legal Department.

Response: Comment noted. The Traffic Phasing Agreement will be prepared as part of the final PUD documentation and in consultation with City Law Department. The Traffic Phasing Agreement will be prepared upon approval of the TIA and its proposed phases for execution prior to City Council adoption.

DSD6. Jackson Avenue should be extended to the north through the site from its intersection with Bull Creek Road to 45th Street as a public street, provided the following:

- The City approves the street design sections for the northern extension of Jackson Avenue in lieu of standard City street sections, as shown in the Design Guidelines; and
- The City agrees to provide code modifications to allow the Jackson Avenue right-of-way to be included in site calculations and to allow property on both sides of the northern extension of Jackson Avenue to be included in a single site. DSD and PAZ will determine how this provision is incorporated into the final PUD Ordinance.

Response: Comment Noted. Jackson Avenue will be extended through the Site to 45<sup>th</sup> Street as a Public Street with the provisions listed.

DSD7. Other roadways in the project may be private roadways, provided the following:

- Public access and utility easements are provided for the entirety of the private street lengths, granting control to the City of Austin of all traffic elements for intersections between public right-of-way and any private streets/driveways within the development;
- Retail Streets, Green Streets, and Connector Streets shall be designed to include 50 feet minimum tangent for intersection approaches and a 100 feet minimum centerline radius for horizontal curves. Horizontal design geometry for these streets may be varied with approval of the Director.

Response: These requirements have been noted on page 12 of the Design Guidelines.

**DSD8.** A note will be provided on the Land Use Plan and/ or a provision of the PUD ordinance will be provided stating the following:

The Applicant will post fiscal with the City of Austin for the construction of a bicycle and pedestrian bridge crossing Shoal Creek enabling a trail connection from the site to Shoal Creek Blvd. The amount of the fiscal shall be based on the Applicant's approved engineering cost estimate. Subject to City approval of the proposed bridge location (the City considering environmental, connectivity and other factors) the Applicant will construct the bridge and trail. If the City of Austin or the applicant is unable to secure an easement to allow for the construction of said bridge, the posted fiscal may be utilized by the City to complete other bicycle and pedestrian improvements in the area. The Applicant further agrees to provide easements for future bicycle and pedestrian bridge crossings at both the northern and southern portions of Shoal Creek, whether or not the bridge described above is constructed.

Response: The Applicant will post fiscal with the City of Austin for construction of a bicycle and pedestrian bridge crossing Shoal Creek enabling a trail connection from the site to Shoal Creek Blvd. The amount of the fiscal shall be based on the Applicant's approved engineering cost estimate for a design and bridge location proposed by the Applicant. Subject to City approval of the proposed bridge location (the City considering environmental, connectivity and park factors), if the appropriate agency of the State of Texas grants an easement to the City at the proposed location, the Applicant will construct the bridge and trail. If the City of Austin or the Applicant is unable to secure such an easement to allow for the construction of said bridge and trail, the posted fiscal may be utilized by the City for other bicycle and pedestrian connectivity improvements in the area. The Applicant further agrees to provide easements for future bicycle and pedestrian bridge crossings at both the northern and southern portions of Shoal Creek, whether or not the bridge described above is constructed.

**ATD7.** Repeat comment - Projected volumes onto Jackson Avenue require mitigation measures along Jackson Avenue.

Response: Comment noted. Improvements to Jackson Avenue will be identified and addressed at the time of the signal warrant study for the signal at Jackson and Bull Creek Road.



## TIA Comments

1. **Repeat comment** – The 2018 analysis does not include full build out of the Bull Creek and 45<sup>th</sup> street intersection. 2018 No Build forecasted operation of this intersection is not acceptable to ATD, regardless of the 2,700 daily trip threshold presented in the TIA. Based on the comprehensive review of the TIA and prior meetings with the Applicant and comments submitted to the Applicant, it is our understanding that this intersection will be fully built out to its ultimate design prior to the completion of Phase 1 of the development. We recommend that the Traffic Phasing Agreement include detailed analysis of the necessary improvements required prior to completion of Phase 1 and subject to ATD review and approval. .

Response: The Traffic Phasing Agreement will be prepared as part of the final PUD documentation and in consultation with City Law Department. The Traffic Phasing Agreement will be prepared upon approval of the TIA and its proposed phases for execution prior to City Council adoption. As requested the improvements for the Bull Creek Road/45<sup>th</sup> Street intersection have been moved to 2018 (phase 1).

2. It is unclear from the information contained in the TIA as to when the concrete safety barrier in association with the bike lane will be constructed along Bull Creek Road. Based on our meeting with the Applicant, the Applicant has agreed to construct this barrier when Bull Creek Road is reconstructed with proposed improvements.

Response: As agreed to by the applicant, the concrete safety barrier associated with the bike lane will be constructed along Bull Creek Road when the Bull Creek Road Improvements are installed.

3. **Repeat comment** – The TIA estimates 14% of site-generated traffic will use Jackson Avenue, more than doubling the total traffic volume on Jackson Avenue. While no additional analysis of Jackson Avenue is required at this time, based on the information submitted in the TIA and reviewed by staff, when a warrant study is conducted for the signal at Jackson Avenue and Bull Creek Road, the Applicant will also study Jackson Avenue south of Bull Creek Road to analyze and propose mitigation needed to address this increase in traffic.

Response: Comment Noted. Mitigation measures will be identified for Jackson Avenue at the time of the signal warrant study for the signal at Jackson and Bull Creek Road.

**Bull Creek Road/45<sup>th</sup> Street Intersection Plan – Option 1: Not recommended**

1. This option, as presented, creates safety concerns by shifting northbound traffic through the intersection by approximately nine (9) feet.

**Response: Bull Creek Road/45<sup>th</sup> Intersection Plan (Option 1)**

There is no response needed for this. However, City staff wants Option 2 over Option 1?!? I think we all strongly prefer Option 1 over Option 2 (see attached for reference). However, I don't think this is the time to address detailed geometry preferences. An "Option 3" which has a very small skew and a very small deflection could be a compromise that is discussed prior to final intersection design and after getting TIA approved.

**Bull Creek Road/45<sup>th</sup> Street Intersection Plan – Option 2: Recommended**

1. The small grass panels on the northwest, northeast, and southeast corners should be eliminated to allow for wider sidewalks and the placement of traffic signal equipment. In addition, the sidewalk easement that the Applicant has indicated needs to allow for the installation of traffic signal equipment.

**Response: Bull Creek Road/45<sup>th</sup> Intersection Plan (Option 1)**

The small grass panels will be eliminated for wider sidewalks and signal equipment. The sidewalk easement at the northwest corner of the intersection will allow for the installation of signal equipment.

**Bull Creek Road Improvements Plan (comments start at the north and head south)**

1. The PHB, crosswalks and landings are not shown at Driveway 1. Please show this information.
2. The traffic signal, crosswalks and landings are not shown at Driveway 2/Jackson Avenue. In addition, no information is shown on Jackson Avenue related to length of turn lanes and tapers. Please show this information.
3. The PHB, crosswalks and landings are not shown at Driveway 4. Please show this information.

**Response: Bull Creek Road Improvements**

1. The PHB and crosswalks have been added to the exhibit at Driveway 1.
2. The traffic signal, crosswalks, and landings have been added at the intersection of Driveway 2/Jackson Avenue. Striping has been added to Jackson Avenue.
3. The PHB and crosswalks have been added to the exhibit at Driveway 4.



Jackson Avenue / 45<sup>th</sup> Street

After interdepartmental discussion, the proposed development shall include Jackson Avenue as a public roadway dedicated to the City of Austin. As agreed by the applicant, Lot 43, Section 2, Shoal Village Subdivision, shall be dedicated as public right-of-way to the City of Austin for the extension of Jackson Avenue to 45<sup>th</sup> Street. Vehicular access at the intersection of 45<sup>th</sup> and Jackson Avenue shall be limited to "right-in, right-out only." Staff will review roadway design plans submitted by the Applicant as part of the subdivision and site development permit process. A pedestrian hybrid beacon may be installed at the intersection of Jackson Avenue and 45<sup>th</sup> street to facilitate pedestrian crossings across 45<sup>th</sup> Street at timing to be determined by ATD.

Response: Jackson Avenue/45<sup>th</sup> Street

1. Comment Noted

Zoning/Land Use Review - Sherri Sirwaitis - 512-974-3057
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ZN Comments from email dates 3/24/2016

Please correct note #3 to state, "(3) Tracts B, C, D, F and G do not have individual Impervious Cover, Building Coverage, or Unit Caps, but they are subject to the overall IC, Building Coverage and Unit Cap as stated in notes 2 and 6 above."

Response: Note #3 has been revised. See Land Use Plan.

In addition, please revise note #5 to clarify "retail uses". We believe that the term "retail uses" should actually be changed to commercial uses to reflect how uses are identified in the Code.

Response: Note #5 has been revised. See Land Use Plan.

Does the current term retail uses include Cocktail Lounge uses, Liquor Sales uses, Restaurant uses, etc.?

Response: Yes, and this has now all been lumped into the term "commercial uses".

What is the proposed maximum amount (sq. ft./acreage) of commercial uses, office uses, residential uses and civic uses proposed in the PUD?

Response: The only way to determine the theoretical maximum square footage for all uses at The Grove is to use the proposed FAR limitations. These limitations would result in a total maximum of 86.66 acres of total uses on the site. However, other limitations including the TIA, unit caps, impervious cover limits, height limits, compatibility limits, design guideline requirements, environmental requirements, and

specific caps on commercial, office, multifamily, and congregate care uses would make it exceedingly difficult to ever reach this theoretical maximum.

<b>Tract</b>	<b>Acres</b>	<b>FAR</b>	<b>Max</b>
A	7.02	.75:1	5.27
B	33.77	1.5:1	50.66
C	10.82	.75:1	8.12
D	10.23	1:1	10.23
E	6.17	.75:1	4.63
F	3.42	1:1	3.42
G	4.33	1:1	4.33
<b>TOTAL</b>	<b>75.76</b>		<b>86.66</b>