ZONING REVIEW SHEET

CASE: C14-07-0004

Z.A.P. DATE: March 20, 2007
April 3, 2007

ADDRESS: 13205 Burnet Road

OWNER: Tiger Creek Partners (David Downing)

AGENT: A.J. Ghaddar, P.E. & Associates (A.J. Ghaddar)

ZONING FROM: LR (Neighborhood commercial) district

TO: GR (Community Commercial) district

AREA: 3.30 Acres

SUMMARY ZONING AND PLATTING COMMISSION RECOMMENDATION:
April 3, 2007:
APPROVED STAFF'S RECOMMENDATION FOR GR-CO ZONING WITH CONDITIONS OF 3,000 VEHICLE TRIPS PER DAY; PROHIBIT PAWNSHOPS AND ALL AUTO RELATED USES.
Prohibited uses:

- ***Automotive Rentals;***
- ***Automotive Repair Services;***
- ***Automotive Sales;***
- ***Automotive Washing (of any type);***
- ***Service Station;***
- ***Drive-in service as an accessory to a commercial use; and***
- ***Pawn Shop Services***

[J.MARTINEZ, J.SHIEH 2ND] (7-0) K.JACKSON, S.HALE – ABSENT

SUMMARY STAFF RECOMMENDATION:

Staff offers a recommendation of GR-CO. The recommended conditional overlay shall limit the daily vehicle trips to less than 5,506 per day. The Staff recommendation is based on the following observations:

1.) The proposed commercial zoning classification is compatible with existing commercial zoning classifications along Burnet Road;
2.) The proposed zoning classification will allow the acceptable land uses along a major transportation route; and
3.) Vehicle trip limitation will address potential traffic impacts.

DEPARTMENT COMMENTS:

The subject rezoning area consists of an undeveloped 3.28 acre site fronting Burnet Road and Scofield Ridge Parkway zoned LR. The applicant proposes to rezone the property GR to allow for a Shell food store / gasoline and service station to include a drive through Burger King. Access is proposed off Burnet Road and Scofield Ridge Parkway. The North Lamar Area study recommends commercial uses for this site.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
Site	LR	Undeveloped land
North	GR	Undeveloped land
South	GR	Undeveloped land
East	MF-3-CO	Apartments
West	N/A	Burnet Road / Toll Roads

AREA STUDY: North Lamar

TIA: Please see Transportation comments

WATERSHED: Walnut Creek

DESIRED DEVELOPMENT ZONE: Yes

SCENIC ROADWAY: No

HILL COUNTRY ROADWAY: No

NEIGHBORHOOD ORGANIZATIONS:
55--Northwood Homeowners Assn.
64--River Oaks Lakes Estates Neighborhood
114--North Growth Corridor Alliance
742--Austin Independent School District
786--Home Builders Association of Greater Austin
903--Ridge @ Scofield Homeowners Assn. (The)

SCHOOLS:
Austin Independent School District

- Summitt Elementary School
- Murchison Middle School
- Anderson High School

RELATED CASES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-85-149	North Lamar Study Area	12/15/98: APVD STAFF REC OF R.C. AMDMT (7-0)	01/14/99: APVD PC REC OF AMENDING R. C. W/CONDITIONS (7-0)

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-03-0188	GO to GR	2/03/04: APVD STAFF REC OF GR BY CONSENT (9-0)	3/04/04: APVD GR (6-0); ALL 3 RDGS

ABUTTING STREETS:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Bus Route
Scofield Ridge	120'	90'	Arterial	Yes	No	Yes
MoPac	Varies	Varies	Expressway	No	No	No

CITY COUNCIL DATE:
May 3, 2007

ACTION:
This item was postponed to June 7, 2007 at the applicant's request (consent). 7-0

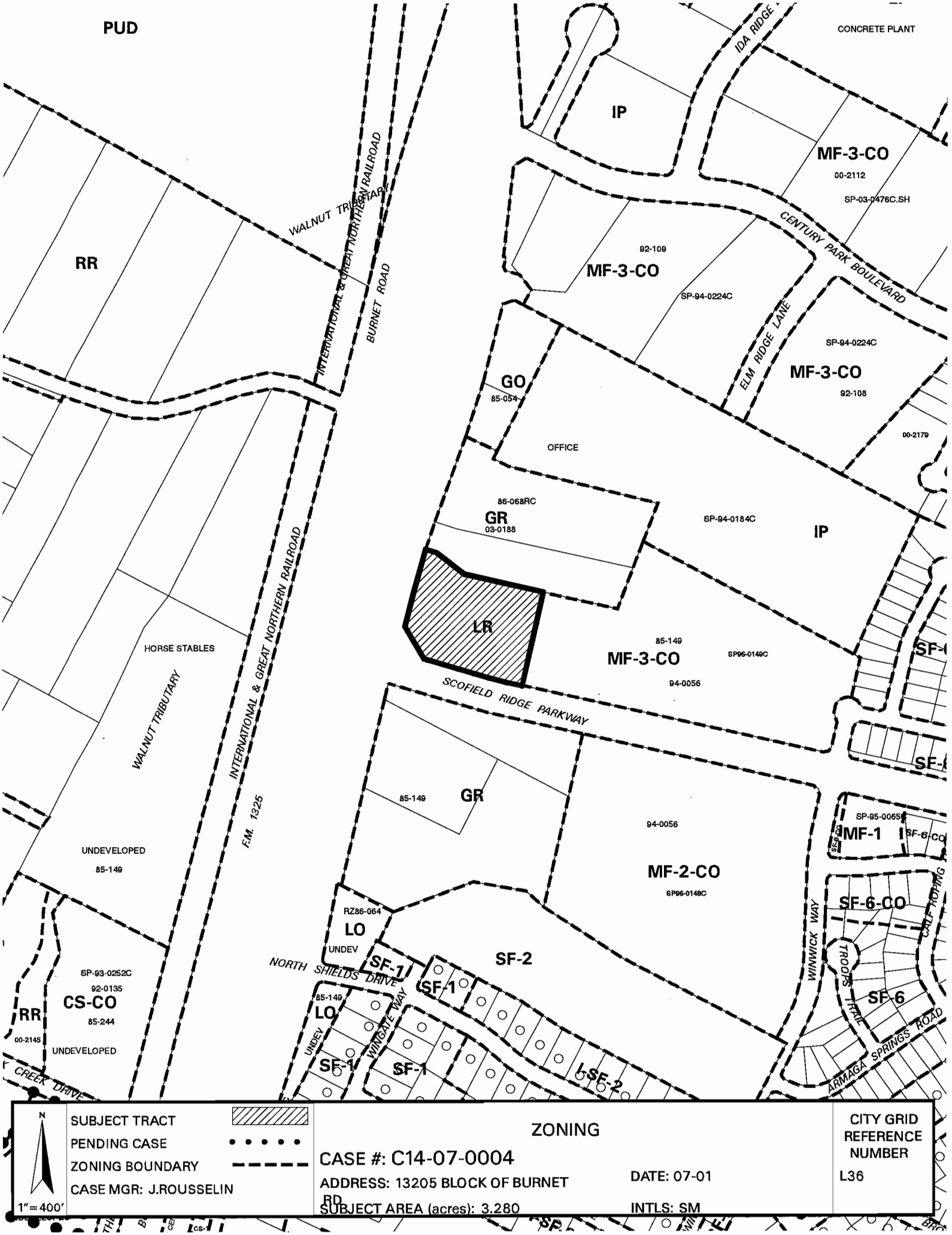
June 7, 2007

ORDINANCE READINGS: 1st 2nd 3rd

ORDINANCE NUMBER:

CASE MANAGER: Jorge E. Rousselin, NPZD **PHONE:** 974-2975

E-MAIL: jorge.rousselin@ci.austin.tx.us



N

1"=400'

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

CASE MGR: J.ROUSSELIN

ZONING

CASE #: C14-07-0004

ADDRESS: 13205 BLOCK OF BURNET RD

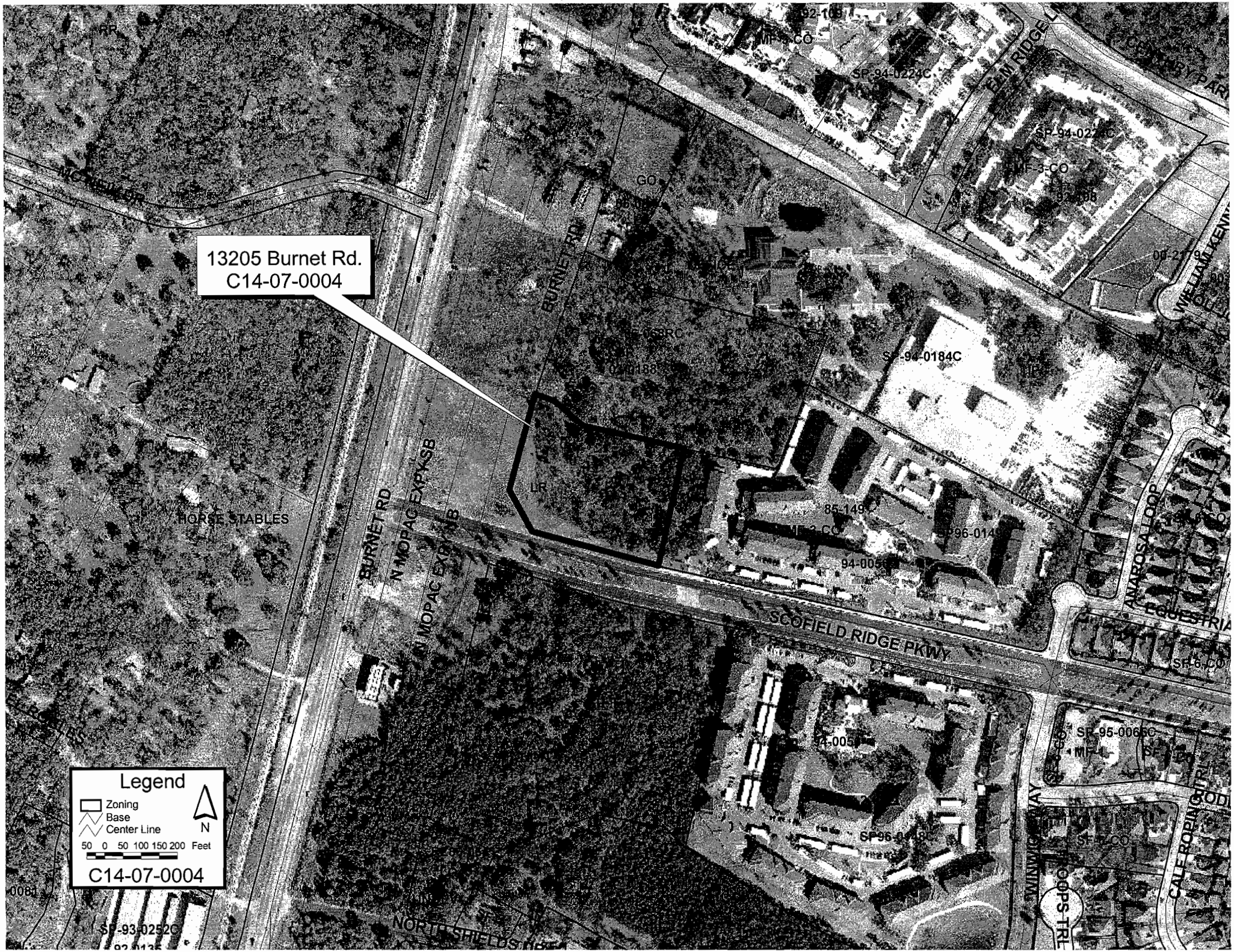
SUBJECT AREA (acres): 3.280

DATE: 07-01

INTLS: SM

CITY GRID REFERENCE NUMBER

L36


13205 Burnet Rd.
C14-07-0004
BURNET RD
N MOPAC EXPY SB
SCOFIELD RIDGE PKWY
ELM RIDGE
ANAROSA LOOP
MCCRIMMON DR
HORSE STABLES
NORTH SHIELDS DR
SP-94-0224C
SP-94-0184C
SP-96-0148C
SP-95-0065C
SP-93-0252C
GO
LR
MF-3-CO
SF-6-CO
Legend
Zoning
Base
Center Line
50 0 50 100 150 200 Feet
N
C14-07-0004

Date: March 28, 2007
To: Jorge Rousellin, Case Manager
CC: Scott Feldman, Alliance Transportation Group
Reference: Burger King/Shell Food Zoning Case, C14-07-0004

On February 7, 2007, transportation review staff received a Traffic Impact Analysis waiver request for the above referenced zoning application pursuant to Section 25-6-117 of the Land Development Code. A summary of staff's determination is provided below.

TRIP GENERATION

The Burger King/Shell Food Tract is a 3.28-acre development located in north Austin at the intersection of MoPac Expressway and Scofield Ridge Parkway.

The property is currently undeveloped and zoned Neighborhood Commercial (LR). The applicant has requested a zoning change to Community Commercial (GR) for the entire tract.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 5,506 unadjusted average daily trips (ADT).

The table below shows the adjusted trip generation by land use for the proposed development:

Table 1. Trip Generation

LAND USE	Size	ADT	AM Peak	PM Peak
Shopping Center	11,500sf	1,562	43	98
Convenience Store with Fuel Pumps	3,135sf	2,220	52	64
Fast Food with Drive-Thru	2,400sf	980	65	41
	Total	**4,762**	**160**	**203**

Pass-by reductions were taken for the following uses:

Table 2. Pass By Reduction

Land Use	Pass-By Reductions	
	AM	PM
Shopping Center	0%	34%
Convenience Store with Fuel Pumps	63%	66%
Fast Food with Drive Thru	49%	50%

EXISTING AND PLANNED ROADWAYS

MoPac Expressway – MoPac was recently upgraded to a toll facility with frontage roads in the vicinity of this site. No additional improvements are currently proposed for this roadway.

Scofield Ridge Parkway – This roadway forms the southern border of the site and is classified as a four-lane divided major arterial with 120 feet of right-of-way.

Lamplight Village Avenue – This roadway, located two-thirds of a mile east of the proposed development, is classified as a neighborhood collector with 64 feet of right-of-way and 44 feet of pavement. Lamplight Village provides a north/south connection between Scofield Ridge Parkway and Metric Boulevard.

Based upon existing traffic patterns in the area, site traffic was distributed to the surrounding roadway network as follows:

Table 3. Site Traffic Distribution

Direction	Percentage Inbound	Percentage Outbound
MoPac	45%	45%
Scofield Ridge WB	25%	25%
Lamplight Village SB	25%	25%
Lamplight Village NB	5%	5%

INTERSECTION LEVEL OF SERVICE (LOS)

In order to consider a traffic impact analysis wavier for this case, transportation staff requested an intersection level of service analysis of the intersection of Lamplight Village Avenue and Scofield Ridge Parkway. Projected level of service is as follows:

Table 4. Intersection Level of Service

Intersection	AM Peak	PM Peak
Scofield Ridge at Lamplight Village	**A**	**A**

CONCLUSIONS/RECOMMENDATIONS

1) The intersection of Scofield Ridge and Lamplight Village will perform at an acceptable level of service with the addition of site traffic.

2) Recent improvements to MoPac conform to the proposed cross section as identified in the Austin Metropolitan Area Transportation Plan (AMATP). In addition, Scofield Ridge Parkway is currently constructed as a four-lane divided major arterial as proposed in the AMATP. Therefore, no additional improvements were identified for the intersection of MoPac and Scofield Ridge Parkway.

3) The traffic impact analysis waiver request is granted with the following condition: development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me at 974-2628.

Amy Link
Sr. Planner ~ Transportation Review Staff
Watershed Protection and Development Review

Watershed Protection and Development Review Department
CITY OF AUSTIN

TRAFFIC IMPACT ANALYSIS (TIA) DETERMINATION WORKSHEET

APPLICANT MUST FILL IN WORKSHEET PRIOR TO SUBMITTING FOR TIA DETERMINATION

PROJECT NAME: Burger King/Shell Food
LOCATION: Scofield Ridge Parkway
APPLICANT: A.J. Ghaddar/Scott Feldman, PE **TELEPHONE NO.:** 821-2081 **Fax:**

APPLICATION STATUS: ☐ DEVELOPMENT ASSESSMENT ☒ ZONING ☐ SITE PLAN

EXISTING: **FOR OFFICE USE ONLY**

TRACT NO.	TRACT ACRES	BUILDING SQ. FT.	ZONING	LAND USE	I.T.E. CODE	TRIP RATE	TRIPS PER DAY
1							
							0

PROPOSED **FOR OFFICE USE ONLY**

TRACT NO.	TRACT ACRES	BUILDING SQ. FT.	ZONING	LAND USE	I.T.E. CODE	TRIP RATE	TRIPS PER DAY
1		11,500sf		Retail	820		1,665
		3,135sf		Convencience w/pumps	853		2,651
		2,400sf		Fast Food with Drive Thru	934		1,190
							5,506

ABUTTING ROADWAYS **FOR OFFICE USE ONLY**

STREET NAME	PROPOSED ACCESS?	PAVEMENT WIDTH	CLASSIFICATION
Scofield Ridge Parkway	Yes		
MoPac	Yes		

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

X **The traffic impact analysis has been waived for the following reason(s):**
a level of service analysis was perfomed for the intersection of Scofield Ridge and Lamplight Village, and with the addition of site traffic, this intersection will continue to function at an acceptable level of service. This site shall be limited to 5,506 vehicle trips per day.

_____ **The traffic impact analysis has been waived because the applicant has agreed to limit the intensity to 2,000 vehicle trips per day.**

_____ **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: _____ **DATE:** March 15, 2007

DISTRIBUTION: __ FILE __ CAP. METRO __ TxDOT __ TRANS. REV. __ Travis Co./Williamson Co. __ TPSD **COPIES:** 0

NOTE: A TIA determination must be made prior to submittal of any zoning or site plan application to Planning; 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.

ALLIANCE
Transportation Group, Inc.

TECHNICAL MEMORANDUM

To: Ms. Amy Link
City of Austin
Watershed Protection and Development Review
505 Barton Springs Road
Austin, Texas 78704

From: Scott A. Feldman, P.E., P.T.O.E
Alliance Transportation Group, Inc.
100 East Anderson Lane, Suite 300
Austin, Texas 78752

Date: March 13, 2007

Re: Scofield Ridge Retail Development

Introduction

Alliance Transportation Group, Inc. has been retained to prepare a Traffic Analysis for the proposed Scofield Ridge Retail Development. The development is located on Scofield Ridge Road to the east of Loop 1. The site is proposed to contain a Convenience Store with Pumps and Fast Food with Drive-Thru and General Retail. **Figure 1** shows the site in relation to the surrounding roadway network. **Figure 2** shows the Site Plan for the development. **Table 1** summarizes the proposed land uses for the site. **Table 2** shows the exiting and entering volumes calculated from the *ITE's Trip Generation Manual, 7th Edition.*

Table 1. Proposed Land Use Summary

Land Use Summary			
ITE Use	**ITE Description**	**Qty**	**Units**
820	Shopping Center	11.5	KSF
853	Convenience Store With Pumps	3.135	KSF
934	Fast Food With Drive-Thru	2.4	KSF

Table 2: Unadjusted ITE Trip Generation (based on equation)

ITE Description	24 Hour Volumes	AM Peak Volumes			PM Peak Volumes		
		Total	Enter	Exit	Total	Enter	Exit
Specialty Retail	1,665	43	26	17	150	72	78
Convenience Store With Pumps	2,651	142	71	71	190	95	95
Fast Food With Drive-Thru	1,190	127	65	62	83	43	40
	5,506	**312**	**162**	**150**	**423**	**210**	**213**

Pass-by and internal trips can account for a significant portion of a site's generated traffic. Pass-by trips are attracted to the site from traffic passing on an adjacent street. Internal trips are trips that use only internal roadways within the site traveling from one land use to another. To obtain a conservative analysis, no

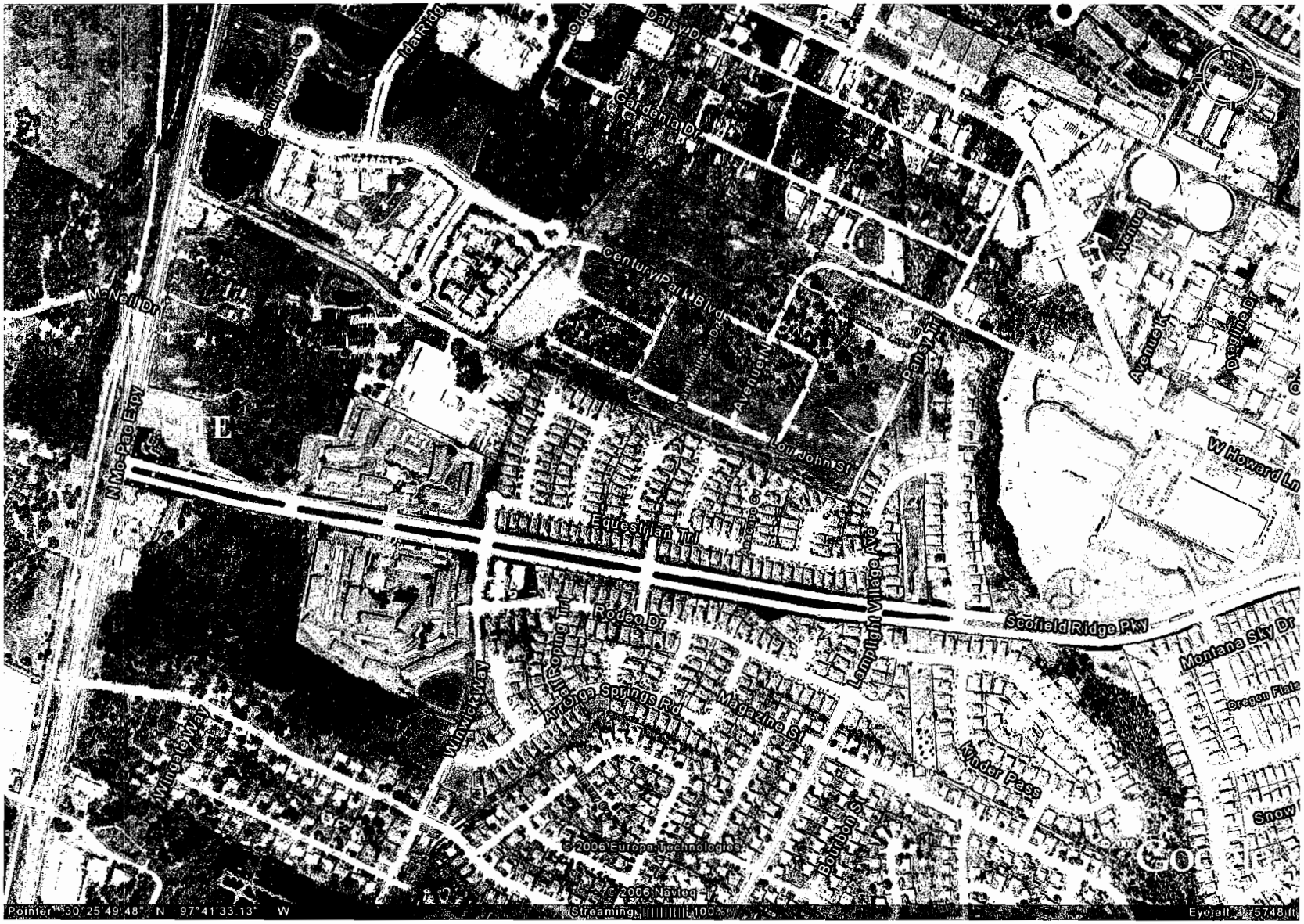


Figure 1. Site Location

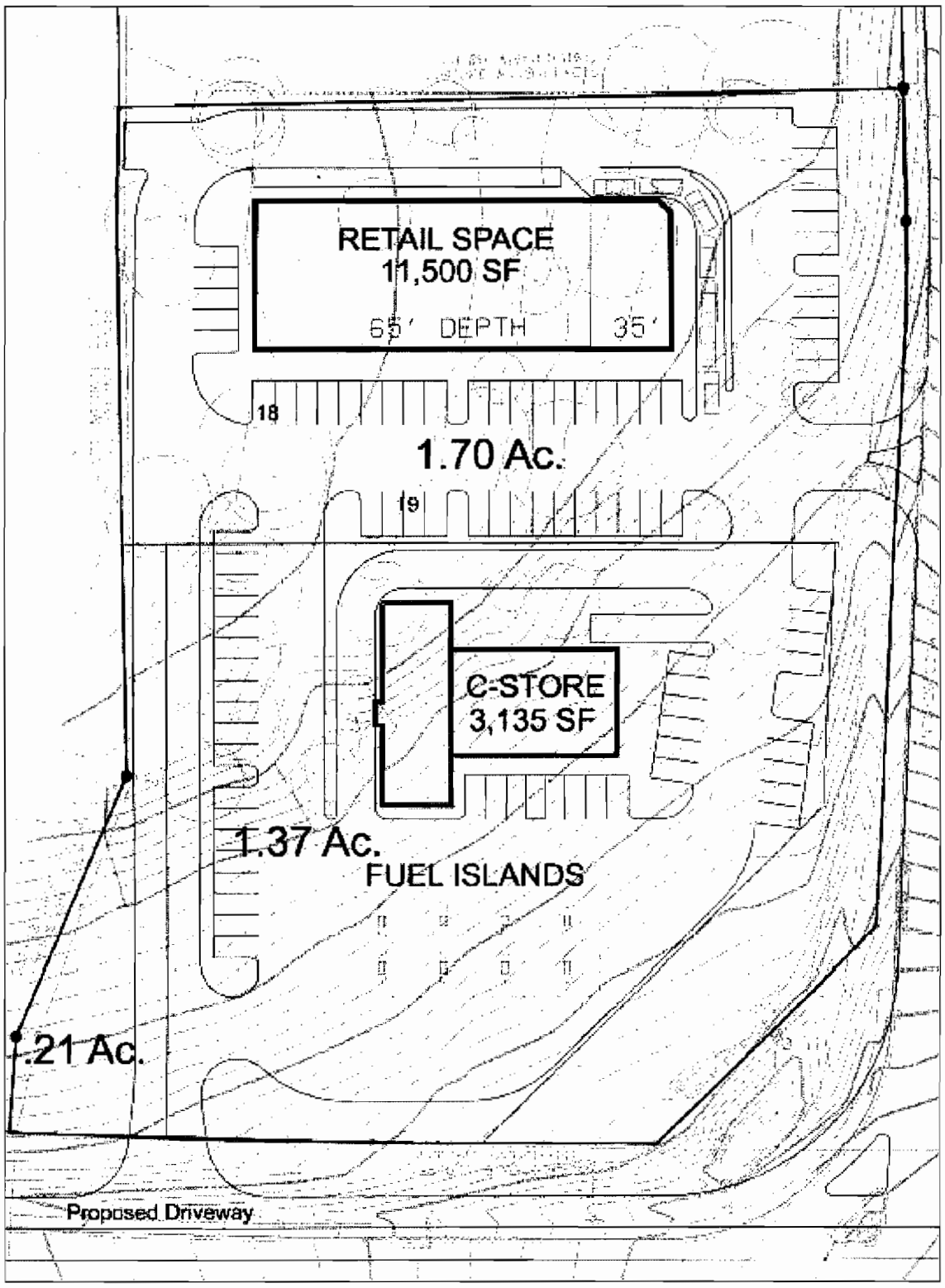


Figure 2. Site Plan

adjustment for internal capture was applied. Adjustment rates for pass-by traffic are shown in **Table 3.** Adjusted trip generation is shown in **Table 4.**

Table 3: Pass-By Rates

ITE DESCRIPTION	Pass-By Reduction	
	AM	PM
Shopping Center	0.0%	34.0%
Convenience Market w Pumps	63.0%	66.0%
Fast Food w Drive-Thru	49.0%	50.0%

Table 4: Adjusted ITE Trip Generation

ITE Description	24 Hour Volumes	AM Peak Volumes			PM Peak Volumes		
		Total	Enter	Exit	Total	Enter	Exit
Shopping Center	1,562	43	26	17	98	46	52
Convenience Store With Pumps	2,220	52	26	26	64	32	32
Fast Food With Drive-Thru	980	65	34	31	41	22	19
	4,762	**160**	**86**	**74**	**203**	**100**	**103**

Trip Distribution

Trip distribution takes into account where the vehicles generated by the site are going to or coming from based on the roadway network. Distribution percentages were developed based on the existing traffic pattern on Scofield Ridge. Next, all future site traffic was distributed using these percentages. **Table 5** shows the site trip distribution.

Table 5. Site Trip Distribution

Direction	Percentage	
	Inbound	Outbound
Loop 1	45%	45%
Scofield Ridge WB	25%	25%
Lamplight Village SB	25%	25%
Lamplight Village NB	5%	5%

Intersection Analysis

The next step of the analysis is to combine the projected background traffic with the proposed site generated traffic and perform the intersection analyses. The results of this analysis are presented in **Table 4**. The worksheets from this analysis are included in the Appendix.

Table 6: Levels of Service (2007)

Intersection	Type of Control	Movement	Level of Service	
			AM Peak	PM Peak
Scofield Ridge & Lamplight Village	Un-signalized	EB	A	A
		WB	A	A
		NB	C	C
		SB	C	B

As indicated in **Table 6** above, no geometric improvements will be required to accommodate site traffic in the year 2007. Based on the findings of this study, it our recommendation that the Scofield Ridge Retail Development be approved as planned.

ALLIANCE Transportation Group, Inc.
100 E. Anderson Lane, Suite 300
Austin, TX 78752

File Name : LAMPLIGHT VILLAGE-SCOFIELD RIDGE_12-06-06_AM
Site Code : 00000000
Start Date : 12/6/2006
Page No : 1

Groups Printed- Unshifted

	LAMPLIGHT VILLAGE Southbound					SCOFIELD RIDGE Westbound					LAMPLIGHT VILLAGE Northbound					SCOFIELD RIDGE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	4	2	0	7	8	55	0	0	63	8	1	17	0	26	0	28	9	0	37	133
07:15 AM	4	7	1	0	12	27	47	1	0	75	9	1	22	0	32	0	40	6	0	46	165
07:30 AM	3	2	2	0	7	51	60	1	0	112	6	0	16	0	22	1	30	16	0	47	188
07:45 AM	7	3	0	0	10	45	109	3	0	157	8	3	37	0	48	0	32	16	0	48	263
Total	15	16	5	0	36	131	271	5	0	407	31	5	92	0	128	1	130	47	0	178	749
08:00 AM	4	1	4	0	9	45	102	2	0	149	12	0	28	0	40	0	19	10	0	29	227
08:15 AM	1	5	1	0	7	35	54	1	0	90	19	1	13	0	33	0	19	10	0	29	159
08:30 AM	1	2	0	0	3	23	61	1	0	85	9	2	15	0	26	0	25	7	0	32	146
08:45 AM	1	1	1	0	3	14	55	0	0	69	5	1	16	0	22	0	21	5	0	26	120
Total	7	9	6	0	22	117	272	4	0	393	45	4	72	0	121	0	84	32	0	116	652
Grand Total	22	25	11	0	58	248	543	9	0	800	76	9	164	0	249	1	214	79	0	294	1401
Apprch %	37.9	43.1	19	0		31	67.9	1.1	0		30.5	3.6	65.9	0		0.3	72.8	26.9	0		
Total %	1.6	1.8	0.8	0	4.1	17.7	38.8	0.6	0	57.1	5.4	0.6	11.7	0	17.8	0.1	15.3	5.6	0	21	

	LAMPLIGHT VILLAGE Southbound					SCOFIELD RIDGE Westbound					LAMPLIGHT VILLAGE Northbound					SCOFIELD RIDGE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	**7**	1	0	**12**	27	47	1	0	75	9	1	22	0	32	0	**40**	6	0	46	165
07:30 AM	3	2	2	0	7	**51**	60	1	0	112	6	0	16	0	22	**1**	30	**16**	0	47	188
07:45 AM	7	3	0	0	10	45	**109**	**3**	0	**157**	8	**3**	**37**	0	**48**	0	32	16	0	**48**	**263**
08:00 AM	4	1	**4**	0	9	45	102	2	0	149	**12**	0	28	0	40	0	19	10	0	29	227
Total Volume	18	13	7	0	38	168	318	7	0	493	35	4	103	0	142	1	121	48	0	170	843
% App. Total	47.4	34.2	18.4	0		34.1	64.5	1.4	0		24.6	2.8	72.5	0		0.6	71.2	28.2	0		
PHF	.643	.464	.438	.000	.792	.824	.729	.583	.000	.785	.729	.333	.696	.000	.740	.250	.756	.750	.000	.885	.801

Alliance Transportation Group, Inc.

100 E. Anderson Lane, Suite 300
Austin, TX 78752

File Name : LAMPLIGHT VILLAGE-SCOFIELD RIDGE_12-06-06_PM
Site Code : 00000000
Start Date : 12/6/2006
Page No : 1

Groups Printed- Unshifted

	LAMPLIGHT VILLAGE Southbound					SCOFIELD RIDGE Westbound					LAMPLIGHT VILLAGE Northbound					SCOFIELD RIDGE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	2	2	3	0	7	22	23	1	0	46	5	4	17	0	26	0	40	4	0	44	123
04:15 PM	1	0	0	0	1	17	26	1	0	44	6	1	22	0	29	1	36	12	0	49	123
04:30 PM	1	2	0	0	3	25	27	0	0	52	10	7	24	0	41	1	33	6	0	40	136
04:45 PM	4	4	1	0	9	22	37	3	0	62	7	7	22	0	36	1	44	14	0	59	166
Total	8	8	4	0	20	86	113	5	0	204	28	19	85	0	132	3	153	36	0	192	548
05:00 PM	1	1	0	0	2	16	28	4	0	48	18	7	43	0	68	1	44	16	0	61	179
05:15 PM	0	3	0	0	3	31	31	1	0	63	15	7	40	0	62	1	59	19	0	79	207
05:30 PM	1	0	0	0	1	22	46	2	0	70	20	5	36	0	61	1	43	13	0	57	189
05:45 PM	1	5	0	0	6	26	33	2	0	61	13	4	30	0	47	1	42	16	0	59	173
Total	3	9	0	0	12	95	138	9	0	242	66	23	149	0	238	4	188	64	0	256	748
Grand Total	11	17	4	0	32	181	251	14	0	446	94	42	234	0	370	7	341	100	0	448	1296
Apprch %	34.4	53.1	12.5	0		40.6	56.3	3.1	0		25.4	11.4	63.2	0		1.6	76.1	22.3	0		
Total %	0.8	1.3	0.3	0	2.5	14	19.4	1.1	0	34.4	7.3	3.2	18.1	0	28.5	0.5	26.3	7.7	0	34.6	

	LAMPLIGHT VILLAGE Southbound					SCOFIELD RIDGE Westbound					LAMPLIGHT VILLAGE Northbound					SCOFIELD RIDGE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**1**	1	0	0	2	16	28	**4**	0	48	18	**7**	**43**	0	**68**	1	44	16	0	61	179
05:15 PM	0	3	0	0	3	**31**	31	1	0	63	15	7	40	0	62	1	**59**	**19**	0	**79**	**207**
05:30 PM	1	0	0	0	1	22	**46**	2	0	**70**	**20**	5	36	0	61	1	43	13	0	57	189
05:45 PM	1	**5**	0	0	**6**	26	33	2	0	61	13	4	30	0	47	1	42	16	0	59	173
Total Volume	3	9	0	0	12	95	138	9	0	242	66	23	149	0	238	4	188	64	0	256	748
% App. Total	25	75	0	0		39.3	57	3.7	0		27.7	9.7	62.6	0		1.6	73.4	25	0		
PHF	.750	.450	.000	.000	.500	.766	.750	.563	.000	.864	.825	.821	.866	.000	.875	1.000	.797	.842	.000	.810	.903

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	146	69	176	357	7	60	4	108	19	14	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	159	75	191	388	8	65	4	117	21	15	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh)								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	396			234			803	985	117	984	1019	198
vC1, stage 1 conf vol							207	207		774	774	
vC2, stage 2 conf vol							596	778		210	245	
vCu, unblocked vol	396			234			803	985	117	984	1019	198
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			86			79	98	87	91	94	99
cM capacity (veh/h)	1159			1331			307	287	913	235	274	810

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	5	106	128	191	259	137	187	48
Volume Left	5	0	0	191	0	0	65	21
Volume Right	0	0	75	0	0	8	117	12
cSH	1159	1700	1700	1331	1700	1700	525	302
Volume to Capacity	0.00	0.06	0.08	0.14	0.15	0.08	0.36	0.16
Queue Length 95th (ft)	0	0	0	13	0	0	40	14
Control Delay (s)	8.1	0.0	0.0	8.2	0.0	0.0	15.6	19.1
Lane LOS	A			A			C	C
Approach Delay (s)	0.2			2.7			15.6	19.1
Approach LOS							C	C

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	223	93	100	171	9	95	24	156	3	9	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	242	101	109	186	10	103	26	170	3	10	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh)								1			1	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	196			343			635	728	172	734	773	98
vC1, stage 1 conf vol							315	315		408	408	
vC2, stage 2 conf vol							321	413		326	365	
vCu, unblocked vol	196			343			635	728	172	734	773	98
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			91			76	94	80	99	97	99
cM capacity (veh/h)	1375			1212			431	406	842	302	374	939

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	11	162	182	109	124	72	299	18
Volume Left	11	0	0	109	0	0	103	3
Volume Right	0	0	101	0	0	10	170	5
cSH	1375	1700	1700	1212	1700	1700	592	433
Volume to Capacity	0.01	0.10	0.11	0.09	0.07	0.04	0.51	0.04
Queue Length 95th (ft)	1	0	0	7	0	0	71	3
Control Delay (s)	7.6	0.0	0.0	8.3	0.0	0.0	17.1	13.7
Lane LOS	A			A			C	B
Approach Delay (s)	0.2			3.0			17.1	13.7
Approach LOS							C	B

Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

STAFF RECOMMENDATION

Staff offers a recommendation of GR-CO. The recommended conditional overlay shall limit the daily vehicle trips to less than 5,506 per day. The Staff recommendation is based on the following observations:

1.) The proposed commercial zoning classification is compatible with existing commercial zoning classifications along Burnet Road;
2.) The proposed zoning classification will allow the acceptable land uses along a major transportation route; and
3.) Vehicle trip limitation will address potential traffic impacts.

BASIS FOR RECOMMENDATION

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

> *§ 25-2-98 COMMUNITY COMMERCIAL (GR) DISTRICT DESIGNATION.*
> *Community commercial (GR) district is the designation for an office or other commercial use that serves neighborhood and community needs and that generally is accessible from major traffic ways.*

The property meets the purpose statement set forth in the Land Development Code. The proposed rezoning will incorporate a commercial use that will be situated at the intersection of a major expressway and an arterial roadway.

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

Other properties in the immediate vicinity are zoned for commercial uses. The recommended zoning classification and conditional overlay will promote land use compatibility in the area.

EXISTING CONDITIONS

Site Characteristics

The subject rezoning area consists of an undeveloped 3.28 acre site fronting Burnet Road and Scofield Ridge Parkway zoned LR. The applicant proposes to rezone the property GR to allow for a Shell food store / gasoline and service station to include a drive through Burger King. Access is proposed off Burnet Road and Scofield Ridge Parkway. The North Lamar Area study recommends commercial uses for this site.

Transportation

1. A traffic impact analysis was waived for this site because a level of service analysis was performed for the intersection of Scofield Ridge and Lamplight Village, and with the addition of site traffic, the intersection will continue to function at an acceptable level of service. In addition, due to the recent improvements to MoPac in the vicinity of this site, no additional improvements could be identified at the intersection of Scofield Ridge Parkway and MoPac. If the zoning is granted, development should be limited through a conditional overlay to no more than 5,506 vehicle trips per day.

Environmental and Impervious Cover

1. The site may be located over the northern Edward's Aquifer Recharge Zone. The site is in the Desired Development Zone. The site is in the Walnut Creek Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code. Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

Development Classification	*% of Net Site Area*	*% with Transfers*
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

2. According to flood plain maps, there is a floodplain within, or adjacent to the project boundary. Based upon the close proximity of flood plain, offsite drainage should be calculated to determine whether transition zone exists within the project location. If transition zone is found to exist within the project area, allowable impervious cover within said zone should be limited to 30%.

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

4. At this time, site specific information is unavailable regarding existing trees and other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

5. Under current watershed regulations, development or redevelopment on this site will be subject to the following water quality control requirements:
   - Structural controls: Sedimentation and filtration basins with increased capture volume and 2 year detention.

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

Water and Wastewater

1. The landowner intends to serve the site with City of Austin water and wastewater utility service. The landowner, at own expense, will be responsible for providing the water and wastewater utility improvements, offsite main extension, system upgrades, and utility adjustments. The water and wastewater utility plan must be reviewed and approved by the Austin Water Utility. The plan must be in accordance with the City utility design criteria. The water and wastewater utility construction must be inspected by the City. The landowner must pay all applicable and associated City fees.

Site Plan

1. No issues at this time.