

SECOND/THIRD READING SUMMARY SHEET

ZONING CASE NUMBER: C14-2007-0225 (Parmer Place)

REQUEST:

Approve second/third readings of an ordinance amending Chapter 25-2 of the Austin City Code, zoning the property locally known as 1600-1622 East Parmer Lane from DR, Development Reserve District, zoning and SF-2-CO, Single Family Residence-Standard Lot District, zoning to MF-2, Multi-family Residence-Low Density District, zoning for Tract 1 and GR, Community Commercial District, zoning for Tract 2 with conditions.

The ordinance and public restrictive covenant reflect the conditions imposed by Council on 1st reading.

PROPERTY OWNER: Austin Dessau, LLC (Paul Joseph)

AGENT: Land Strategies, Inc. (Paul W. Linchan)

DEPARTMENT COMMENTS:

The property in question is undeveloped and moderately vegetated. The site is located at the northwestern intersection of Parmer Lane and Dessau Road. The surrounding land uses include a ranch to the north; an undeveloped tract, a Restaurant-Limited use (Sonic), a Religious Assembly use, and a Service Station use (Exxon) to the south; Service Station (Shell), a fast food restaurant (Jack-in-the-Box), and a veterinary clinic to the east; and an undeveloped tract of land to the west. The applicant would like to rezone Tract 1 to MF-2, Multifamily Residence-Low Density District, to develop an approximately 308 unit apartment complex fronting Parmer Lane and to rezone Tract 2 to the GR, Community Commercial District, to develop a variety of office, restaurant and retail uses near the corner of Parmer Lane and Dessau Road.

The staff recommends the applicant's request because the proposed zoning for Tracts 1 and 2 will meet the purpose statement and intent of the requested zoning districts. The staff recommends MF-2 zoning for Tract 1 because this district will allow for the development of multi-family residential units fronting an arterial roadway, Parmer Lane, thereby providing for a variety of housing opportunities in this area near major employers such as Dell and Samsung. In addition, the staff recommends GR zoning for Tract 2 because the Community Commercial district will permit the applicant to develop office, restaurant, and retail uses at a major intersection within the city (Parmer Lane at Dessau Road). The proposed GR zoning will allow for commercial uses that are necessary to provide services the surrounding residential areas to the north, south, east, and west.

The applicant agrees with the City Council's recommendation at 1st reading.

DATE OF FIRST READING/VOTE:

May 8, 2008 / Approved MF-2 zoning for Tract 1 and GR zoning for Tract 2, with conditions (read into the record that the traffic impact analysis recommendation by staff for the signalization improvements at Dessau Lane should not be 100%, but only 68.8 %) (7-0); 1st reading

May 22, 2008 / Postponed to June 5, 2008 at the applicant's request (7-0)

CITY COUNCIL DATE: June 5, 2008

CITY COUNCIL ACTION:

ASSIGNED STAFF: Sherri Sirwaitis

PHONE: 974-3057

sherri.sirwaitis@ci.austin.tx.us

ZONING CHANGE REVIEW SHEET

CASE: C14-2007-0225

Z.A.P. DATE: April 1, 2008

ADDRESS: 1600-1622 East Parmer Lane

OWNER/APPLICANT: Austin Dessau, LLC (Paul Joseph)

AGENT: Land Strategies, Inc. (Paul W. Linehan)

ZONING FROM: DR, SF-2-CO **TO:** MF-2
GR

AREA: Tract 1: 19.69 acres
Tract 2: 18.86 acres
Total: 38.55 acres

SUMMARY STAFF RECOMMENDATION:

The staff recommendation is to grant MF-2, Multi-family Residence-Low Density District, zoning for Tract 1 and GR, Community Commercial District, zoning for Tract 2.

In addition, if the requested zoning is granted, site development should be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in the final TIA (Robert Halls and Associates - September 28, 2007) through a public restrictive covenant. The TIA recommendations are included as Attachment A to this report.

ZONING AND PLATTING COMMISSION RECOMMENDATION:

4/01/08: Approved staff's recommendation of MF-2 & GR district zoning with conditions by consent (6-0, T. Rabago, J. Martinez-absent); K. Jackson-1st, J. Shieh-2nd.

DEPARTMENT COMMENTS:

The property in question is undeveloped and moderately vegetated. The site is located at the northwestern intersection of Parmer Lane and Dessau Road. The surrounding land uses include a ranch to the north; an undeveloped tract, a Restaurant-Limited use (Sonic), a Religious Assembly use, and a Service Station use (Exxon) to the south; Service Station (Shell), a fast food restaurant (Jack-in the-Box), and a veterinary clinic to the east; and an undeveloped tract of land to the west. The applicant would like to rezone Tract 1 to MF-2, Multifamily Residence-Low Density District, to develop an approximately 308 unit apartment complex fronting Parmer Lane and to rezone Tract 2 to the GR, Community Commercial District, to develop a variety of office, restaurant and retail uses near the corner of Parmer Lane and Dessau Road.

The staff recommends the applicant's request because the proposed zoning for Tracts 1 and 2 will meet the purpose statement and intent of the requested zoning districts. The staff recommends MF-2 zoning for Tract 1 because this district will allow for the development of multi-family residential units fronting an arterial roadway, Parmer Lane, thereby providing for a variety of housing opportunities in this area near major employers such as Dell and Samsung. In addition, the staff recommends GR zoning for Tract 2 because the Community Commercial district will permit the applicant to develop office, restaurant, and retail uses at a major intersection within the city (Parmer Lane at Dessau Road). The proposed GR zoning will allow for commercial uses that are necessary to provide services the surrounding residential areas to the north, south, east, and west.

The applicant agrees with the staff's recommendation.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	DR, SF-2	Undeveloped
<i>North</i>	County	Ranch
<i>South</i>	GR-CO, GR, DR, GR-CO	Undeveloped Tract, Manufactured Home, Restaurant-Limited Use (Sonic), Religious Assembly Use, Service Station (Exxon)
<i>East</i>	GR, County, I-RR	Undeveloped Tract, Vet Clinic, Restaurant (Jack in the Box), Service Station (Shell), Single-Family Residential Homes (four residences along Farmer Lane), Undeveloped Tract
<i>West</i>	DR	Undeveloped

AREA STUDY: N/A

TIA: Required

WATERSHED: Walnut Creek, Harris Branch

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: N/A

HILL COUNTRY ROADWAY: N/A

NEIGHBORHOOD ORGANIZATIONS: N/A

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-05-0124	I-RR to GR	1/09/07: Approved GR-CO zoning, with following conditions: 1) a 4,137 vehicle trip per day limit and 2) the developer will pay for limited purpose median openings which will be limited to south bound on Dessau Road (6-0, B. Baker, J. Martinez, S. Hale-absent); J. Pinnelli-1 st , C. Hammond-2 nd .	11/08/07: Approved GR-CO zoning on 1 st reading by consent, with direction to review TIA as it is submitted now with the median break suggestion that Public Works has reviewed (7-0); B. Dunkerley-1 st , S. Cole-2 nd .
C14-05-0065.SH	I-RR to MF-2	7/05/05: Approved staff's recommendation for MF-2-CO district zoning with the conditional overlay limiting the site to 2,000 vehicle trips per day, requiring the dedication of 70 feet of right-of-way from the existing/future centerline of Dessau Road in accordance with the Transportation Plan, and limiting development on the site to a maximum of 248 residential units (7-1, B. Baker-Nay, M. Whaley-Absent)	8/18/05: Approved ZAP recommendation of MF-2-CO (7-0); 1 st reading 8/25/05: Approved MF-2-CO with conditions by consent (7-0); 2 nd /3 rd readings
C14-04-0056	I-RR to SF-2, SF-6, MF-3, CS	11/02/04: Approved staff's recommendation of SF-2-CO, SF-6, MF-3, LR, LR-MU, GR,	12/16/04: Granted SF-2-CO, SF-6, MF-3, LR-MU, GR and GR-MU (7-0); all 3 readings

		GR-MU zoning by consent (9-0)	
C14-04-0127	GR-CO to GR	10/19/04: Approved staff's recommendation of GR-CO zoning by consent (9-0). The CO prohibits Adult Oriented Business uses. In addition the public RC encompasses the TIA recommendations.	11/18/04: Granted GR-CO (7-0); all 3 readings
C14-03-0001	DR to LO	1/28/03: Approved staff's recommendation of LO-CO zoning, w/2,000 trip limit (8-0, J. Donisi-absent)	2/27/03: Granted LO-CO on all 3 (6-0, Goodman-out of room)
C14-00-2101	DR to CS	8/1/00: Approved staff rec. w/ condition of no Adult Oriented Businesses (8-0)	9/28/00: Approved GR-CO w/ conditions on TR 1 & 2 (7-0); all 3 readings
C14H-00-0005	DR to DR-H	9/12/00: Approved staff rec. by consent (6-0)	10/5/00: approved DR-H (5-0); all 3 readings
C14-98-0258	DR to MF-2	10/26/99: Approved staff rec. of MF-2-CO, w/ 400 unit limit, by consent (8-0, BH-off dias)	12/2/99: Approved PC rec. of MF-2-CO w/ conditions (6-0, WL-absent); 1 st reading 1/27/00: Approved 2 nd /3 rd readings by consent (6-0)
C14-98-0257	DR to GR	10/26/99: Approved staff rec. of LO-CO (TR 1, 2, 3) & GR (TR 4 & 5) by consent (8-0, BH-off dias)	12/2/99: Approved PC rec. of LO (TR1), LO-CO (TR 2 & 3) w/ conditions, and GR (TR 4 & 5) (6-0, WL-absent); 1 st reading 1/27/00: Approved 2 nd /3 rd readings by consent (6-0)
C14-98-0126	DR to GR	9/29/98: Approved LR-CO w/ conditions that uses limited to 'NO' uses (9-0)	11/5/98: Approved PC rec. of LR-CO (TRA) & LO-CO (TRB) w/ conditions (6-0); all 3 readings
C14-97-0126	DR to GR	12/9/97: Approved GR-CO w/ conditions (5-3)	2/5/98: Approved PC rec. of GR-CO w/ new conditions (5-0); 1 st reading 4/9/98: Approved GR-CO w/ conditions (7-0); 2 nd / 3 rd readings

RELATED CASES: N/A

ABUTTING STREETS:

Name	ROW	Pavement	Classification	Daily Traffic	Bus Route	Bike Route
Parmer Ln	208'	Varies	Arterial	No	No	No
Dessau Rd	122'	Varies	Arterial	Yes	No	No

CITY COUNCIL DATE: May 8, 2008

ACTION: Approved MF-2 zoning for Tract 1 and GR zoning for Tract 2, with conditions (read into the record that the traffic impact analysis recommendation by staff for the signalization improvements at Dessau Lane should not be 100%, but only 68.8 %) (7-0); 1st reading

May 22, 2008

ACTION: Postponed to June 5, 2008 at the applicant's request (7-0)

June 5, 2008

ACTION:

ORDINANCE READINGS: 1st

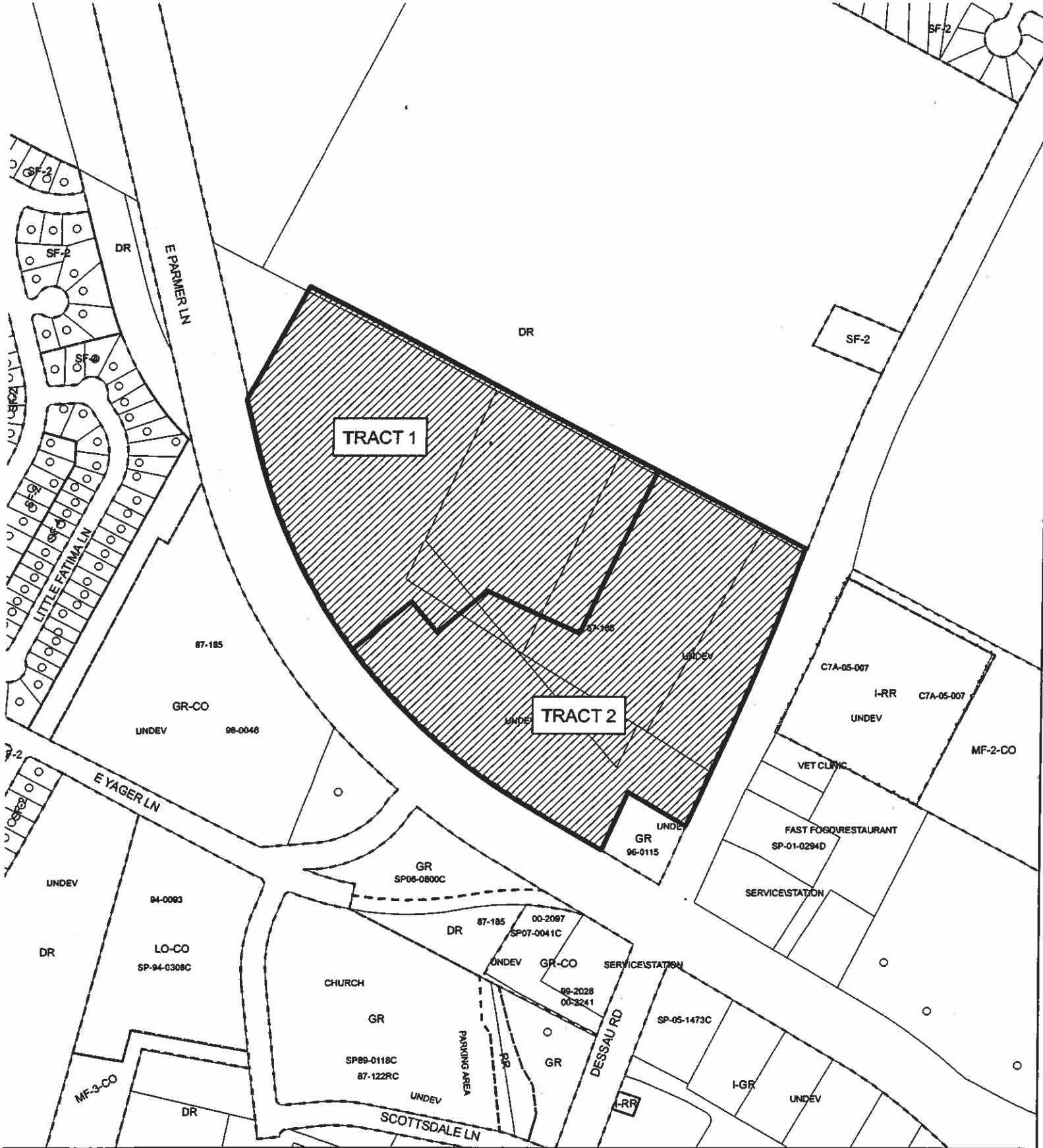
2nd

3rd





ORDINANCE NUMBER:

CASE MANAGER: Sherri Sirwaitis

PHONE: 974-3057.
sherri.sirwaitis@ci.austin.tx.us



ZONING

-  N
-  **SUBJECT TRACT**
-  **ZONING BOUNDARY**
-  **PENDING CASE**

ZONING CASE#: C14-2007-0225
ADDRESS: 1600-1622 E PARMER LANE
SUBJECT AREA: 38.726 ACRES
GRID: N32-33
MANAGER: S. SIRWAITIS

OPERATOR: S. MEEKS



1" = 400'

This map has been produced by G.I.S. Services for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

STAFF RECOMMENDATION

The staff recommendation is to grant MF-2, Multi-family Residence-Low Density District, zoning for Tract 1 and GR, Community Commercial District, zoning for Tract 2.

In addition, if the requested zoning is granted, site development should be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in the final TIA (Robert Halls and Associates - September 28, 2007) through a public restrictive covenant. The TIA recommendations are included as Attachment A to this report.

BASIS FOR RECOMMENDATION

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

Multifamily residence low density (MF-2) district is the designation for a multifamily use with a maximum density of up to 23 units per acre, depending on unit size. An MF-2 district designation may be applied to a use in a multifamily residential area located near single family neighborhoods or in an area for which low density multifamily use is desired.

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.

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

The proposed MF-2 zoning for Tract 1 will promote consistency and orderly planning in this area of the City as it will allow for approximately 308 multi-family residential units that will front an arterial roadway, Parmer Lane. There is existing MF-2-CO zoning to the east of this site and MF-3-CO zoning to the south along Dessau Road. The proposed MF-2 zoning will provide for a variety of housing opportunities in this area near major employers such as Dell and Samsung.

In addition, the proposed GR zoning for Tract 2 will promote consistency and orderly planning as there is existing GR-CO and GR zoning to the south of this tract, across Parmer Lane. GR zoning will allow the applicant to develop a variety of office, restaurant, and retail uses at a major intersection within the City, thereby providing needed commercial services to the surrounding residential areas.

3. *Zoning should promote the policy of locating retail and more intensive zoning near the intersections of arterial roadways or at the intersections of arterials and major collectors.*

The proposed GR, Community Commercial District, zoning for Tract 2 will be located at the northwest intersection of two arterial roadways, Parmer Lane and Dessau Road.

EXISTING CONDITIONS

Site Characteristics

The site under consideration is undeveloped. The property is relatively flat and sparsely vegetated. There is a large ranch to the north of this property. To the south, there is an undeveloped parcel, two manufactured homes, a Sonic fast food restaurant, a church, and an Exxon service station. Across

Dessau Road to the east, there is a Shell Service station, a Jack in the Box fast food restaurant, an office and a veterinary clinic. To the west, the property is currently undeveloped.

Hill Country Roadway

The site is not within a Hill Country Roadway Corridor.

Impervious Cover

The maximum impervious cover allowed by the MF-2 zoning district would be 60% and by the GR zoning district would be 90%. However, because the watershed impervious cover is more restrictive than the zoning district's allowable impervious cover, the impervious cover is limited by the watershed regulations.

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%

Note: The most restrictive impervious cover limit applies.

Environmental

The site is not located over the 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.

According to flood plain maps, there is no floodplain within, or adjacent to the project boundary.

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 existing trees and other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

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.

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.

Transportation

A traffic impact analysis is required and has been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA. [LDC, Sec. 25-6-142]. Comments will be provided in a separate memo.

The Austin Metropolitan Area Transportation Plan calls for 140 feet of right-of-way for Dessau Road. If the requested zoning is granted for this site, then 9 feet of right-of-way from the existing centerline should be dedicated for Dessau Road during the development process according to the Transportation Plan. [LDC, Sec. 25-6-51 and 25-6-55]

Confirm with TxDOT whether or not the agency will require further right-of-way dedication on Parmer Lane.

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Bus Routes
Parmer Ln	208'	Varies	Arterial	No	No	No
Dessau Rd	122'	Varies	Arterial	Yes	No	No

Water and Wastewater

The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing the water and wastewater utility improvements, offsite main extensions, system upgrades, utility relocation, and abandonment. The water and wastewater plan must be in accordance with the City of Austin utility design criteria. The water and wastewater utility plan must be reviewed and approved by the Austin Water Utility. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

Stormwater Detention

At the time a final subdivision plat, subdivision construction plans, or site plan is submitted, the developer must demonstrate that the proposed development will not result in additional identifiable flooding of other property. Any increase in stormwater runoff will be mitigated through on-site stormwater detention ponds, or participation in the City of Austin Regional Stormwater Management Program if available.

Compatibility Standards

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

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

This location is in the Scenic Roadway Sign District.







Date: March 24, 2008
To: Sherry Sirwaitis, Case Manager
CC: Robert Halls, Robert J. Halls and Associates
Reference: Parmer Center TIA, C14-2007-0225

The Transportation Review Section has reviewed the Traffic Impact Analysis for the Parmer Center Center, dated September 2007, prepared by Robert Halls, Robert J. Halls and Associates, and offers the following comments:

TRIP GENERATION

Parmer Center development is located in north Austin at the northwest intersection of Parmer Lane and Dessau Road. The property is currently undeveloped and zoned Development Reserve (DR) and Single Family Standard Lot (SF-2). The applicant has requested a zoning change to low density Multi-family (MF-2) and Community Commercial (GR). The applicant proposes a mix of uses including multi-family, an office park and several fast food restaurants. The estimated completion of the project is expected in the year 2009.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 19,165 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
Multi-family	380 units	2,434	186	222
Office Park	104,000 ft ²	1,191	224	232
Fast Food w/o Drive Thru	16,556 ft ²	933	430	276
Fast Food w/ Drive Thru	3,015 ft ²	4,409	76	50
Retail	29,769 ft ²	1,874	39	119
Bank w/ Drive Thru	4,263 ft ²	912	27	101
Hi-turnover Sit-Down Restaurant	4,000 ft ²	341	29	24
TOTAL		11,715	1,013	1,023

ASSUMPTIONS

1. Traffic growth rates provided by the CAMPO's 2007 – 2015 traffic projections were as follows:

Table 2. Growth Rates per Year	
Roadway Segment	%
Parmer Ln. (west of Harrisglenn Dr)	5.8%
Parmer Ln. central (at Yager Ln.)	3.0%
Parmer Ln. east (Samsung Blvd.)	6.7%
Dessau Rd north of Howard Ln.	3.7%
Dessau Rd. south of Howard Ln.	1%
Howard Ln. west	13.9%
Howard Ln east	17%
Shropshire Blvd.	1%
Braker Ln.	1.9%

2. In addition to these growth rates, background traffic volumes for 2005 included estimated traffic volumes for the following projects:

C814-98-0115.05	Pioneer Crossing PUD
C14-05-0065/SP-06-1691.SH	12409 Dessau Road
C14-05-0124	Dessau Market
SP-06-0800C	1605 E. Parmer Lane
SP-07-0041C	12228 Dessau Road

3. Reductions were taken for pass-by for the following uses:

Table 3. Summary of Pass-By and Internal Capture Reductions			
Land Use	Pass-By %		Internal Capture %
	AM	PM	
Fast w/ Drive Thru	50	50	5.0
Retail	45	55	5.0
Multi-family	0.0	0.0	2.0
Fast Food w/o Drive Thru	50	50	3.5
Bank w/Drive Thru	47	47	2.0
Hi-Turnover Sit-Down Restaurant	33	43	5.0

4. No reductions were taken for transit use.

EXISTING AND PLANNED ROADWAYS

Parmer Lane (FM 734) – Parmer Lane is a TxDOT maintained roadway built as a four lane divided arterial from Harris Ridge Blvd to Samsung Blvd. The 2025 AMATP identifies Parmer as a six lane expressway. There is no current schedule for the completion of this proposed upgrade; the current

cross-section is assumed for the build out of this project. Parmer is included in CAMPO's 2025 Bikeway Plan.

Braker Lane – Braker Lane east of Dessau Road is currently built as a four-lane divided roadway east of Dessau Road. It is not listed in the 2025 AMATP and is not in CAMPO's 2025 Bikeway Plan.

Harris Ridge Blvd – Harris Ridge is built as a four lane divided arterial north of Parmer Lane and as a six lane divided roadway south of Parmer Lane. The 2025 AMATP identifies Harris Ridge as a six lane divided arterial throughout the corridor. The roadway is not included in CAMPO's 2025 Bikeway Plan.

Dessau Road – Dessau Road is built as a four lane divided arterial north of Parmer Lane and as a six lane divided roadway south of Parmer Lane. The 2025 AMATP identifies Harris Ridge as a six lane divided arterial throughout the corridor. The roadway is included in CAMPO's 2025 Bikeway Plan.

Harrisglenn Drive – This roadway is identified as a neighborhood collector roadway north of Parmer Lane. No improvements were assumed for this roadway at the project's build-out. The roadway is not included in CAMPO's 2025 Bikeway Plan.

Samsung Blvd – This roadway is identified as a collector roadway with a four lane divided cross section south of Parmer Lane. No improvements were assumed for this roadway at the project's build-out. The roadway is not included in CAMPO's 2025 Bikeway Plan.

Howard Lane – Howard Lane is built as a four lane divided arterial west of Dessau Road and as a two lane undivided roadway east of Dessau Road. The 2025 AMATP identifies Howard Lane as a six lane major arterial west of Dessau Road and a four lane divided arterial east of Dessau Road. The roadway is included in CAMPO's 2025 Bikeway Plan.

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 13 intersections, 7 of which are or will be signalized. Existing and projected levels of service are as follows, assuming that all improvements recommended in the TIA are built:

Table 3. Level of Service						
Intersection	2007 Existing		2009 Forecasted		2009 Site + Forecasted	
	AM	PM	AM	PM	AM	PM
Harris Ridge Blvd/Parmer Ln/Tech Ridge Ln*	B	B	B	C	B	D
Harrisglenn Dr./Parmer Ln*	A	A	A	C	B	C
Driveway 2/Parmer Ln/Yager Ln						
- WB Left	B	B	B	B	B	B
- NB Left/Thru/Right	C	D	C	E	B	B
- SB Left	■	■	■	■	F	F
- SB Thru/Right	■	■	■	■	F	F
Dessau Rd/Parmer Ln*	F	F	F	F	F	F
Samsung Blvd/Parmer Ln*	A	A	A	A	A	A

Howard Ln/Dessau Rd*	F	E	D	C	D	D
Braker Ln/Dessau Rd/Shropshire Blvd*	C	C	D	B	D	C
Driveway 1/Parmer Ln	■	■	■	■	B	C
Driveway 3/Parmer Ln	■	■	■	■	B	B
Driveway 4/Dessau Rd	■	■	■	■	C	B
Driveway 5/Dessau Rd/Vet Clinic:	■	■				
- NB Left			■	■	B	B
- SB Left			A	C	A	C
- WB Left/Thru/Right			B	D	C	E
- EB Left/Thru/Right			■	■	C	C
Driveway 6/Dessau Rd	■	■	■	■	B	B
Driveway 7/Dessau Rd/Dessau Community Center Driveway:	■	■	B	D	D	D

* SIGNALIZED

** PROPOSED FOR FUTURE SIGNALIZATION WHEN WARRANTS ARE MET

RECOMMENDATIONS

1) Prior to 3rd reading at City Council, fiscal is required to be posted for the following improvements:

Intersection	Improvement	Pro Rata Share
Harris Ridge Blvd/Parmer Ln	Restripe/Widen NB leg to create a thru/right lane from the currently dedicated right turn lane	12.0%
Parmer Ln/Dessau Rd	EB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	3.0%
	WB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	5.9%
	NB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	15.6%
	SB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	20.2%
Howard Ln/Dessau Rd	EB leg: Restripe/widen to accommodate 2 lefts, 1 thru lane and 1 dedicated right turn lane	2.9%
	WB leg: Restripe/widen to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	11.7%
	NB leg: Restripe/widen to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	9.8%
	SB leg: Restripe/widen to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	9.9%
Braker Ln/Dessau Rd/Shropshire	WB leg: Restripe/widen to accommodate 2 lefts, 1 thru lane and 1 dedicated right turn lane	7.1%

	NB leg: Restripe to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	9.6%
	SB leg: Restripe to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	13.1%
Driveway 7/Dessau Rd/Dessau Comm. Center Driveway	Install Signal	100%

- 2) Boundary street fiscal shall be posted for the upgrade of Parmer Lane and Dessau Road to six-lane divided arterials at the time of final plat subdivision or site plan process for the properties included in this TIA.
- 3) At the time of site plan or subdivision right-of-way shall be dedicated so that there is a total of 70 feet of right-of-way from the centerline of Dessau Road in accordance with the adopted 2025 AMATP.
- 4) Per TX Dot's memo dated March 7, 2008 Driveway 3 as identified in the TIA shall be a joint access driveway at the common property line.
- 5) The property directly to the north of the site shall be granted joint access to Driveway 7.
- 6) Two copies of the final TIA are required to be submitted prior to 3rd Reading at City Council.
- 7) Final approval from DPWT ~ Signals is required prior to 1st Reading
- 8) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, 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 974-3428.

Amber Mitchell
 Sr. Planner ~ Transportation Review Staff
 Watershed Protection and Development Review



Date: March 24, 2008
To: Sherry Sirwaitis, Case Manager
CC: Robert Halls, Robert J. Halls and Associates
Reference: Parmer Center TIA, C14-2007-0225

The Transportation Review Section has reviewed the Traffic Impact Analysis for the Parmer Center Center, dated September 2007, prepared by Robert Halls, Robert J. Halls and Associates, and offers the following comments:

TRIP GENERATION

Parmer Center development is located in north Austin at the northwest intersection of Parmer Lane and Dessau Road. The property is currently undeveloped and zoned Development Reserve (DR) and Single Family Standard Lot (SF-2). The applicant has requested a zoning change to low density Multi-family (MF-2) and Community Commercial (GR). The applicant proposes a mix of uses including multi-family, an office park and several fast food restaurants. The estimated completion of the project is expected in the year 2009.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 19,165 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
Multi-family	380 units	2,434	186	222
Office Park	104,000 ft ²	1,191	224	232
Fast Food w/o Drive Thru	16,556 ft ²	933	430	276
Fast Food w/ Drive Thru	3,015 ft ²	4,409	76	50
Retail	29,769 ft ²	1,874	39	119
Bank w/ Drive Thru	4,263 ft ²	912	27	101
Hi-turnover Sit-Down Restaurant	4,000 ft ²	341	29	24
TOTAL		11,715	1,013	1,023

ASSUMPTIONS

1. Traffic growth rates provided by the CAMPO's 2007 – 2015 traffic projections were as follows:

Table 2. Growth Rates per Year	
Roadway Segment	%
Parmer Ln. (west of Harrisglenn Dr)	5.8%
Parmer Ln. central (at Yager Ln.)	3.0%
Parmer Ln. east (Samsung Blvd.)	6.7%
Dessau Rd north of Howard Ln.	3.7%
Dessau Rd. south of Howard Ln.	1%
Howard Ln. west	13.9%
Howard Ln east	17%
Shropshire Blvd.	1%
Braker Ln.	1.9%

2. In addition to these growth rates, background traffic volumes for 2005 included estimated traffic volumes for the following projects:

C814-98-0115.05	Pioneer Crossing PUD
C14-05-0065/SP-06-1691.SH	12409 Dessau Road
C14-05-0124	Dessau Market
SP-06-0800C	1605 E. Parmer Lane
SP-07-0041C	12228 Dessau Road

3. Reductions were taken for pass-by for the following uses:

Table 3. Summary of Pass-By and Internal Capture Reductions			
Land Use	Pass-By %		Internal Capture %
	AM	PM	
Fast w/ Drive Thru	50	50	5.0
Retail	45	55	5.0
Multi-family	0.0	0.0	2.0
Fast Food w/o Drive Thru	50	50	3.5
Bank w/Drive Thru	47	47	2.0
Hi-Turnover Sit-Down Restaurant	33	43	5.0

4. No reductions were taken for transit use.

EXISTING AND PLANNED ROADWAYS

Parmer Lane (FM 734) – Parmer Lane is a TxDOT maintained roadway built as a four lane divided arterial from Harris Ridge Blvd to Samsung Blvd. The 2025 AMATP identifies Parmer as a six lane expressway. There is no current schedule for the completion of this proposed upgrade; the current

cross-section is assumed for the build out of this project. Parmer is included in CAMPO's 2025 Bikeway Plan.

Braker Lane – Braker Lane east of Dessau Road is currently built as a four-lane divided roadway east of Dessau Road. It is not listed in the 2025 AMATP and is not in CAMPO's 2025 Bikeway Plan.

Harris Ridge Blvd – Harris Ridge is built as a four lane divided arterial north of Parmer Lane and as a six lane divided roadway south of Parmer Lane. The 2025 AMATP identifies Harris Ridge as a six lane divided arterial throughout the corridor. The roadway is not included in CAMPO's 2025 Bikeway Plan.

Dessau Road – Dessau Road is built as a four lane divided arterial north of Parmer Lane and as a six lane divided roadway south of Parmer Lane. The 2025 AMATP identifies Harris Ridge as a six lane divided arterial throughout the corridor. The roadway is included in CAMPO's 2025 Bikeway Plan.

Harrisglenn Drive – This roadway is identified as a neighborhood collector roadway north of Parmer Lane. No improvements were assumed for this roadway at the project's build-out. The roadway is not included in CAMPO's 2025 Bikeway Plan.

Samsung Blvd – This roadway is identified as a collector roadway with a four lane divided cross section south of Parmer Lane. No improvements were assumed for this roadway at the project's build-out. The roadway is not included in CAMPO's 2025 Bikeway Plan.

Howard Lane – Howard Lane is built as a four lane divided arterial west of Dessau Road and as a two lane undivided roadway east of Dessau Road. The 2025 AMATP identifies Howard Lane as a six lane major arterial west of Dessau Road and a four lane divided arterial east of Dessau Road. The roadway is included in CAMPO's 2025 Bikeway Plan.

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 13 intersections, 7 of which are or will be signalized. Existing and projected levels of service are as follows, assuming that all improvements recommended in the TIA are built:

Table 3. Level of Service						
Intersection	2007 Existing		2009 Forecasted		2009 Site + Forecasted	
	AM	PM	AM	PM	AM	PM
Harris Ridge Blvd/Parmer Ln/Tech Ridge Ln*	B	B	B	C	B	D
Harrisglenn Dr./Parmer Ln*	A	A	A	C	B	C
Driveway 2/Parmer Ln/Yager Ln						
- WB Left	B	B	B	B	B	B
- NB Left/Thru/Right	C	D	C	E	B	B
- SB Left					F	F
- SB Thru/Right					F	F
Dessau Rd/Parmer Ln*	F	F	F	F	F	F
Samsung Blvd/Parmer Ln*	A	A	A	A	A	A

Howard Ln/Dessau Rd*	F	E	D	C	D	D
Braker Ln/Dessau Rd/Shropshire Blvd*	C	C	D	B	D	C
Driveway 1/Parmer Ln	■	■	■	■	B	C
Driveway 3/Parmer Ln	■	■	■	■	B	B
Driveway 4/Dessau Rd	■	■	■	■	C	B
Driveway 5/Dessau Rd/Vet Clinic:	■	■				
- NB Left			■	■	B	B
- SB Left			A	C	A	C
- WB Left/Thru/Right			B	D	C	E
- EB Left/Thru/Right			■	■	C	C
Driveway 6/Dessau Rd	■	■	■	■	B	B
Driveway 7/Dessau Rd/Dessau Community Center Driveway:	■	■	B	D	D	D

* SIGNALIZED

** PROPOSED FOR FUTURE SIGNALIZATION WHEN WARRANTS ARE MET

RECOMMENDATIONS

1) Prior to 3rd reading at City Council, fiscal is required to be posted for the following improvements:

Intersection	Improvement	Pro Rata Share
Harris Ridge Blvd/Parmer Ln	Restripe/Widen NB leg to create a thru/right lane from the currently dedicated right turn lane	12.0%
Parmer Ln/Dessau Rd	EB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	3.0%
	WB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	5.9%
	NB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	15.6%
	SB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	20.2%
Howard Ln/Dessau Rd	EB leg: Restripe/widen to accommodate 2 lefts, 1 thru lane and 1 dedicated right turn lane	2.9%
	WB leg: Restripe/widen to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	11.7%
	NB leg: Restripe/widen to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	9.8%
	SB leg: Restripe/widen to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	9.9%
Braker Ln/Dessau Rd/Shropshire	WB leg: Restripe/widen to accommodate 2 lefts, 1 thru lane and 1 dedicated right turn lane	7.1%

	NB leg: Restripe to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	9.6%
	SB leg: Restripe to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	13.1%
Driveway 7/Dessau Rd/Dessau Comm. Center Driveway	Install Signal	68.8%

- 2) Boundary street fiscal shall be posted for the upgrade of Parmer Lane and Dessau Road to six-lane divided arterials at the time of final plat subdivision or site plan process for the properties included in this TIA.
- 3) At the time of site plan or subdivision right-of-way shall be dedicated so that there is a total of 70 feet of right-of-way from the centerline of Dessau Road in accordance with the adopted 2025 AMATP.
- 4) Per TX Dot's memo dated March 7, 2008 Driveway 3 as identified in the TIA shall be a joint access driveway at the common property line.
- 5) The property directly to the north of the site shall be granted joint access to Driveway 7.
- 6) Two copies of the final TIA are required to be submitted prior to 3rd Reading at City Council.
- 7) Final approval from DPWT ~ Signals is required prior to 1st Reading
- 8) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, 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 974-3428.



Amber Mitchell
 Sr. Planner ~ Transportation Review Staff
 Watershed Protection and Development Review



Date: May 14, 2008
To: Robert Halls
CC: Carol Barnes, Fiscal Officer
 Sherri Sirwaitis, Case Manager
Reference: Parmer Center TIA, C14-04-0124 Fiscal Requirements

Fiscal is required to be posted prior to 3rd Reading at City Council:

Intersection	Improvement	Total Cost	Pro Rata Share %	Pro Rata Share \$
Harris Ridge Blvd/Parmer Ln	Restripe/Widen NB leg to create a thru/right lane from the currently dedicated right turn lane	\$1,200	12.0%	\$144
Parmer Ln/Dessau Rd	EB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	\$375,000	3.0%	\$11,250
	WB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	\$375,000	5.9%	\$22,125
	NB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	\$250,000	15.6%	\$39,000
	SB leg: Restripe/widen to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	\$325,000	20.2%	\$65,560
Howard Ln/Dessau Rd	EB leg: Restripe/widen to accommodate 2 lefts, 1 thru lane and 1 dedicated right turn lane	\$250,000	2.9%	\$7,250
	WB leg: Restripe/widen to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	\$41,000	11.7%	\$4,797
	NB leg: Restripe/widen to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn	\$100,000	9.8%	\$9,800

	lane			
	SB leg: Restripe/widen to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	\$100,000	9.9%	\$9,900
Braker Ln/Dessau Rd/Shropshire	WB leg: Restripe/widen to accommodate 2 lefts, 1 thru lane and 1 dedicated right turn lane	\$145,000	7.1%	\$10,295
	NB leg: Restripe to accommodate 2 lefts, 2 thru lanes and 1 dedicated right turn lane	\$300,000	9.6%	\$28,800
	SB leg: Restripe to accommodate 2 lefts, 3 thru lanes and 1 dedicated right turn lane	\$300,000	13.1%	\$39,300
Driveway 7/Dessau Rd/Dessau Comm. Center Driveway	Install Signal	\$120,000	68.8%	\$82,560
TOTAL		\$2,682,200		\$330,781

*Warrants will be required to be met as per DPWT prior to installation of any signals
Fiscal estimates provided/sealed by Joan Hudson, P.E. on April 30, 2008.

Amber Mitchell
Sr. Planner ~ Transportation Review Staff
Watershed Protection and Development Review

PUBLIC HEARING INFORMATION

This zoning/rezoning request will be reviewed and acted upon at two public hearings: before the Land Use Commission and the City Council. Although applicants and/or their agent(s) are expected to attend a public hearing, you are not required to attend. However, if you do attend, you have the opportunity to speak FOR or AGAINST the proposed development or change. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

During its public hearing, the board or commission may postpone or continue an application's hearing to a later date, or may evaluate the City staff's recommendation and public input forwarding its own recommendation to the City Council. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice is required.

During its public hearing, the City Council may grant or deny a zoning request, or rezone the land to a less intensive zoning than requested but in no case will it grant a more intensive zoning.

However, in order to allow for mixed use development, the Council may add the MIXED USE (MU) COMBINING DISTRICT to certain commercial districts. The MU Combining District simply allows residential uses in addition to those uses already allowed in the seven commercial zoning districts. As a result, the MU Combining District allows the combination of office, retail, commercial, and residential uses within a single development.

For additional information on the City of Austin's land development process, visit our website:

www.ci.austin.tx.us/development

Written comments must be submitted to the board or commission (or the contact person listed on the notice) before or at a public hearing. Your comments should include the board or commission's name, the scheduled date of the public hearing, and the Case Number and the contact person listed on the notice.

Case Number: C14-2007-0225

Contact: Sherri Sirwaitis, (512) 974-3057

Public Hearing:

April 1, 2008 Zoning and Platting Commission

☐ I am in favor
☒ I object

MYRTLE KAUFENSEN
Your Name (please print)

12609 Dessau Rd L07403

Your address(es) affected by this application

Myrtle Kaufenberg
Signature

Date

Comments:

Home to my single family
in this new zone, too
much traffic

If you use this form to comment, it may be returned to:

City of Austin

Neighborhood Planning and Zoning Department

Sherri Sirwaitis

P. O. Box 1088

Austin, TX 78767-8810

PUBLIC HEARING INFORMATION

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Case Number: C14-2007-0225

Contact: Sherri Sirwaitis, (512) 974-3057

Public Hearing:

April 1, 2008 Zoning and Platting Commission

Richard J. Claeson

Your Name (please print)

12609 Dessau Rd. #403

Your address(es) affected by this application

Sidd Claeson

Signature

Date

Comments: I do not want to

see Multifamily or

low density because of

the amount of more traffic

in the area.

I am fine with single-

family only.

☐ I am in favor
☒ I object

If you use this form to comment, it may be returned to:

City of Austin

Neighborhood Planning and Zoning Department

Sherri Sirwaitis

P. O. Box 1088

Austin, TX 78767-8810