

## **ZONING CHANGE REVIEW SHEET**

**CASE:** C14-2016-0121 (7700 Parmer Lane)

**Z.A.P. DATE:** April 18, 2017

October 3, 2017

**ADDRESS:** 7700 West Parmer Lane

October 17, 2017

**DISTRICT AREA:** 6

**OWNER/APPLICANT:** BRI 1869 Parmer, LLC

**AGENT:** Drenner Group (Amanda Swor)

**ZONING FROM:** LI-PDA      **TO:** LI-PDA

**AREA:** 128.816 acres

### **SUMMARY STAFF RECOMMENDATION:**

Staff's recommendation is to grant LI-PDA, Limited Industrial-Planned Development Area, district zoning to amend the PDA zoning to amend the density limitation on the site to allow for an additional 800,000 square feet of office uses.

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 (Big Red Dog Engineering – June 20, 2017) through a public restrictive covenant that will be recorded prior to third reading of this case at City Council. The TIA recommendations are included as Attachment A to this report.

### **ZONING AND PLATTING COMMISSION RECOMMENDATION:**

10/03/17: Postponed to October 17, 2017 by the staff on consent (9-0, S. Lavani and S. Trinh-absent); B. Greenberg-1<sup>st</sup>, A. Aguirre-2<sup>nd</sup>.

10/17/17: Approved the staff's recommendation of LI-PDA zoning, with conditions (8-0, D. Breithaupt, Y. Flores and S. Trinh-absent); B. Evans-1<sup>st</sup>, J. Duncan-2<sup>nd</sup>.

### **DEPARTMENT COMMENTS:**

The property in question is currently developed with an industrial office campus. There are also supporting uses such as financial services, business or trade school, day care facility and a restaurant on the site. This tract land is surrounded by undeveloped areas to the north, south, and east. There is a single-family residential neighborhood (Rattan Creek Neighborhood) to the west, across Parmer Lane. This site was granted PDA-ID, Planned Development Area and an Industrial District zoning in 1994, though Ordinance No. 940317-G. In 1998, the City of Austin annexed the property in case C7L-98-002. According to Land Development Code-Sec.25-2-222 (B)(1), "Property that is subject to a planned development area agreement is designated as an interim limited industrial services (LI) district and regulated by the planned development agreement." The property received permanent LI-PDA, Limited Industrial-Planned Development Area, district status in 2011 through zoning case C14-93-00090.01. In this request, the applicant would like to amend the existing Planned Development Agreement (PDA) overlay to request an additional 800,000 square feet of office space that will permit a total of 1,795,000 square feet of building area. The additional development area will be constructed in two phases with a projected completion in 2025.

The staff recommends the applicant's request for the proposed amendment to the existing LI-PDA zoning. The applicant proposes to expand the availability of office space on this industrial campus. This PDA amendment will permit the applicant to amend the maximum square footage of building area on the site of 955,000 square feet established in Ordinance 980409-K, to allow for an additional 800,000 square feet of office uses. The property in question is accessible from a major arterial roadway and designated Activity Corridor, Parmer Lane. The proposed change will not alter the conditions of the current PDA ordinances that govern this site.

The applicant agrees with the staff's recommendation.

**EXISTING ZONING AND LAND USES:**

	<b>ZONING</b>	<b>LAND USES</b>
<i>Site</i>	LI-PDA	Industrial Campus (formerly Motorola/Freescale Semiconductor), Financial Services (Tru West Credit Union, Pay Pal Data Services), Office (Baylor Business, Electronic Arts, Polycom Inc.), Day Care (Stepping Stone School), South University, Restaurant (Windmill Café)
<i>North</i>	PUD	Undeveloped
<i>South</i>	PUD	Undeveloped
<i>East</i>	PUD	Undeveloped
<i>West</i>	County	Single-Family Residential (Rattan Creek Neighborhood)

**AREA STUDY:** N/A

**TIA:** Waived

**WATERSHED:** Lake Creek

**DESIRED DEVELOPMENT ZONE:** Yes

**CAPITOL VIEW CORRIDOR:** N/A

**HILL COUNTRY ROADWAY:** N/A

**NEIGHBORHOOD ORGANIZATIONS:**

Austin Heritage Tree Foundation  
 Bike Austin  
 Friends of Austin Neighborhoods  
 Homeless Neighborhood Association  
 Northwest Austin Coalition  
 Neighborhood Association of SW Williamson County  
 SELTEXAS  
 Sierra Club, Austin Regional Group

**CASE HISTORIES:**

<b>NUMBER</b>	<b>REQUEST</b>	<b>COMMISSION</b>	<b>CITY COUNCIL</b>
C14-93-0090.01 (7700 Parmer Lane)	I-LI-PDA to LI-PDA (To add College and University Facilities as a permitted use to the existing PDA	6/21/11: Approved LI-PDA zoning by consent (4-0, C. Banks, D. Tiemann-absent); P. Seeger-1 <sup>st</sup> , S. Baldrige-2 <sup>nd</sup> .	7/28/11: Approved LI-PDA zoning to change a condition of zoning on consent on all 3 readings (7-0); B. Spelman-1 <sup>st</sup> , S. Cole-2 <sup>nd</sup> .

	zoning)		
C14-2010-0194 (Briarwick Apartments - 13400 Briarwick Drive)	Unzoned to MF-4	3/01/11: Approved the staff's recommendation of MF-4 zoning, with conditions (5-0, Bourgeois-abstain); P. Seeger-1 <sup>st</sup> , D. Tiemann-2 <sup>nd</sup> .	4/07/11: Approved MF-4 district zoning, with conditions, on consent all 3 readings (6-0, Martinez-off dais); Spelman-1 <sup>st</sup> , Riley-2 <sup>nd</sup> .
C14-2007-0162 (13830 North F.M. 620 Road)	GO-MU-CO, GR-MU-CO, GR-CO to GR-CO	10/16/07: To approve the staff's recommendation for GR-CO zoning on consent (6-0, C. Hammond, J. Gohil-absent); J. Martinez-1 <sup>st</sup> , S. Hale-2 <sup>nd</sup>	11/29/07: Approved GR-CO by consent (6-0, Cole-off dais)
C14-02-0100 (9200 West Parmer Lane)	GR to CS-1-CO	7/16/02: Approved staff's recommendation of CS-1-CO by consent, with added conditions prohibiting Adult Oriented Businesses and Pawn Shop. (6-0, M. Casias/ Diana Castaneda/K. Jackson-absent)	8/08/02: Approved CS-1-CO on all 3 readings (6-0, Wynn out of room)
C14-99-0027 (PAC 10 MGA Tract 6A: 13608-13640 FM 620)	I-RR, DR to GR	Approved staff rec. of GR-CO (TR1); GO-CO (TR2) w/ conditions & restrictive covenant (7-0) on 4/13/99	3/23/00: Approved GR-CO for TR1 (0027A) w/conditions limiting to 2,000 vehicle trips per day for the 5-acre Hill tract (6-0, KW-out of room); Balance of site (TR2-110 acres) postponed to 6/1/00 (0027B)  5/18/00: Approved TR1 (10027A) on 2 <sup>nd</sup> / 3 <sup>rd</sup> readings (5-0, Lewis-absent)  0027B: Approved GR-CO (TR1), GO-CO (TR2) w/ conditions (4-0); all 3 readings on 7/19/01
C14-97-0059 (PAR 620 LTD.: 13900 Block of FM 620 Road at Parmer Lane)	DR to GR	Approved GR-CO w/conditions of 2,000 vtpd (8-0) on 8/05/97	9/04/97: Approved GR-CO w/conditions; 2,000 vtpd and subject to 25% impervious cover max; (5-0); 1 <sup>st</sup> reading  12/11/97: Approved GR-CO w/conditions; subject to 25% impervious cover max;(7-0); 2 <sup>nd</sup> reading  1/15/98: Approved GR-CO w/out condition of 25% impervious cover max (6-0); 3 <sup>rd</sup> reading

C14-96-0045 (Davis Spring- Section 8B: 300' from Parmer Lane at Spectrum south side)	LI, GR to MF-3	Approved staff alternate rec. of MF-3-CO, limited to less than 2,000 vehicle trips per day (9-0)	5/23/96: Approved PC rec. of MF-3-CO (5-0); limiting to less than 2,000 vehicle trips per day; all 3 readings
C14-93-0090 (Apple Computer Austin Campus: West Parmer Lane at Anderson Mill)	? to PDA	3/17/94: Approved PDA with conditions (5-0); Apple will notify City of Austin within 90 days before it assigns land to another part	2/15/95: Approved PDA (8-0), with additional conditions: 1) Subject to IPM program and 2) Consultation with ECSD incorporating 'Green Builder Program' into project
C14-90-0068 (Castillo Corporate Office Development- Site A: FM 620 at Parmer west side)	DR to GR	11/06/90: Approved GR (5-0- 1, HG-No)	1/24/91: Approved GR (4-0); 1 <sup>st</sup> reading on 12/06/90  Approved GR (7-0); 2 <sup>nd</sup> /3 <sup>rd</sup> readings

**RELATED CASES:** C14-93-0090

**ABUTTING STREETS:**

Name	ROW	Pavement	Classification	Bicycle Plan	Sidewalks	Capital Metro Service
W. Parmer Lane	150'	MAD-6	Major Arterial	Yes	No	No
Anderson Mill Road	114'	MAD-4	Major Arterial	Yes	Yes	No

**CITY COUNCIL DATE:** May 18, 2017

**ACTION:** This item was postponed indefinitely at the request of staff on Council Member Garza's motion, Council Member Alter's second on a 9-0 vote. Council Members Casar and Troxclair were off the dais.

November 2, 2017

**ACTION:**

**ORDINANCE READINGS:** 1<sup>st</sup>

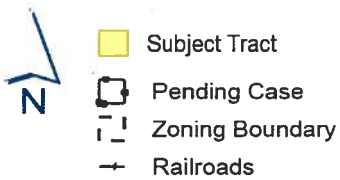
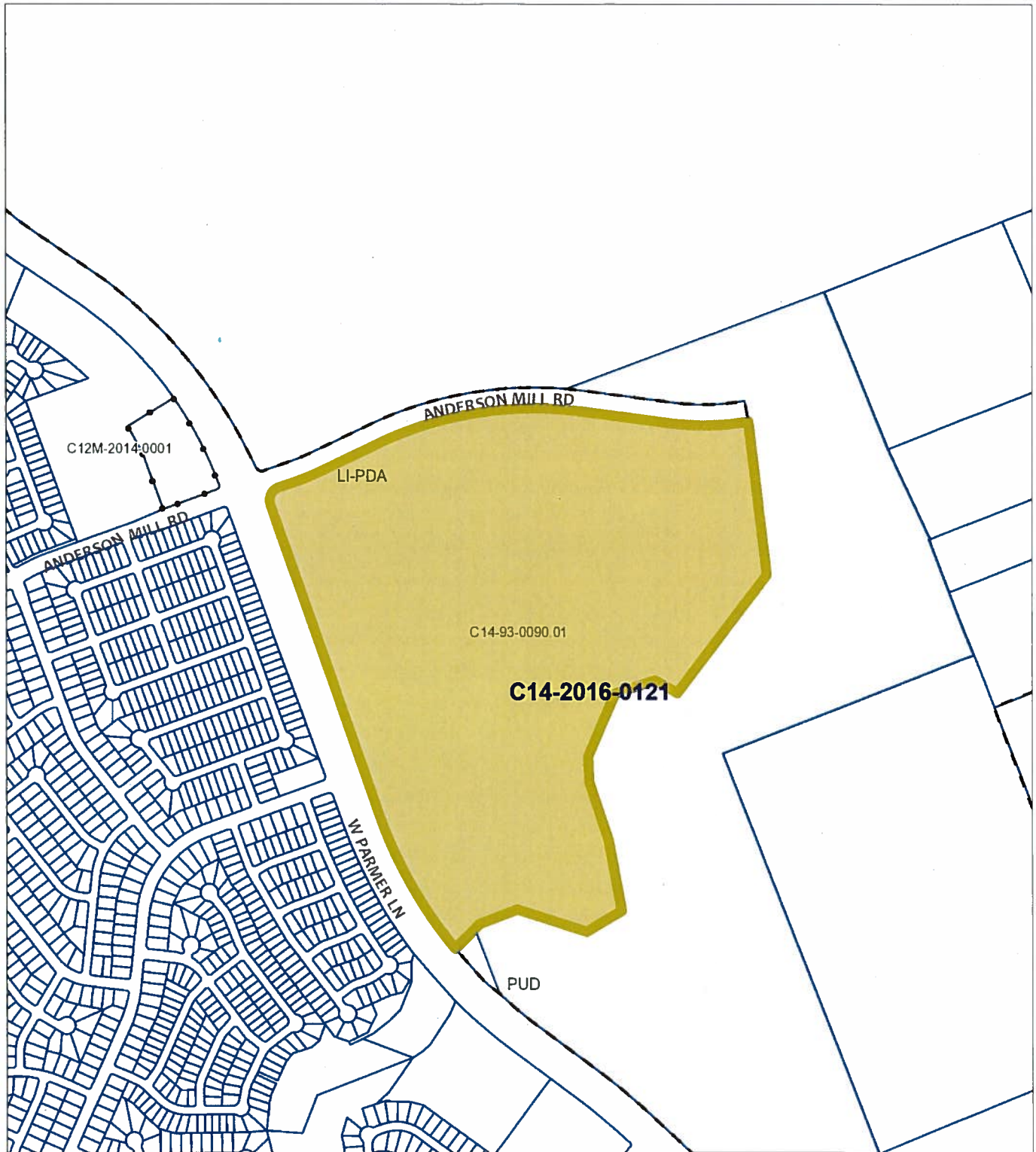
2<sup>nd</sup>

3<sup>rd</sup>

**ORDINANCE NUMBER:**

**CASE MANAGER:** Sherri Sirwaitis

**PHONE:** 512-974-3057,  
[sherri.sirwaitis@austintexas.gov](mailto:sherri.sirwaitis@austintexas.gov)



400 800  
Feet

1" = 800'

## ZONING

ZONING CASE#: C14-2016-0121

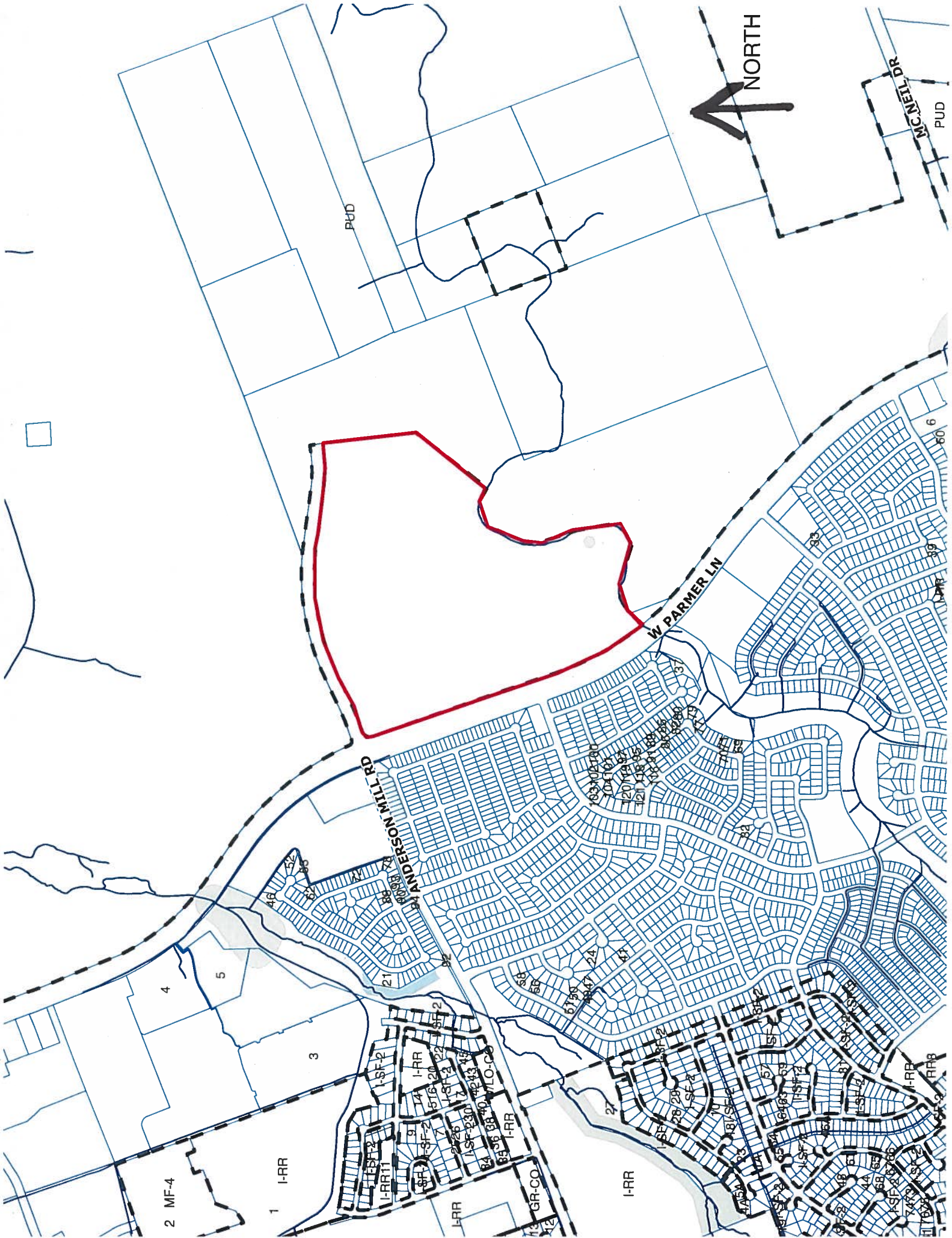


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Created 11/09/16











## STAFF RECOMMENDATION

Staff's recommendation is to grant LI-PDA, Limited Industrial-Planned Development Area, district zoning to amend the PDA zoning to amend the density limitation on the site to allow for an additional 800,000 square feet of office uses.

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 (Big Red Dog Engineering – June 20, 2017) through a public restrictive covenant that will be recorded prior to third reading of this case at City Council. 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.*

Limited industrial service (LI) district is the designation for a commercial service use or limited manufacturing use generally located on a moderately-sized site.

The purpose of a planned development area (PDA) combining district is to:

- (1) provide for industrial and commercial uses in certain commercial and industrial base districts; or
- (2) incorporate the terms of a planned development area agreement into a zoning ordinance following annexation of a property that is subject to a planned development area agreement.

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

The proposed LI-PDA zoning will be compatible with surrounding land uses because this tract land is surrounded by undeveloped areas to the north, south, and east. There is another existing industrial campus to the northwest of this site at the intersection of FM 620 and Parmer Lane. The property will take access to a major arterial roadway, Parmer Lane.

3. *The proposed zoning should allow for a reasonable use of the property.*

The proposed amendment to the existing PDA zoning will allow for additional office space within an existing industrial campus that is located on a designated Activity Corridor by the Imagine Austin Comprehensive Plan.

## EXISTING CONDITIONS

### Site Characteristics

The site under consideration is developed with an industrial/office park. There are also supporting uses on the site such as financial services, business or trade school, day care facility and a restaurant. This tract land is surrounded by undeveloped, moderately vegetated areas to the north, south, and east. There is a single-family residential neighborhood (Rattan Creek Neighborhood) to the west, across Parmer Lane.



## Comprehensive Planning

This zoning case is located on the southeast corner of W. Parmer Lane and Anderson Mill Road on a 128.8 acre parcel that contains an existing 955,000 sq. ft. office park with four large buildings. This property is not located within the boundaries of a Neighborhood Plan Area. Surrounding land uses includes vacant land to the north and south and east, and a large single family subdivision to the west. The proposed change is to increasing the existing office/business park from 955,000 sq. ft. by an additional 400,000 sq. ft. (see request excerpted from the application below)

The previous LI-PDA zoning on the property, Ordinance 980409-K, established the maximum square footage of building area on the site as 955,000 square feet in conjunction with the Traffic Impact Analysis "TIA" completed at the time. This proposed rezoning is seeking to amend the density limitation on the site to allow for an additional 400,000 square feet of office space. In conjunction with this rezoning request, a new TIA is provided for your review.

**Connectivity:** There are no public sidewalks or a Cap Metro transit stop located along W. Palmer Lane. There is a designated bike lane on both sides of the street. The Walkscore for this property 5/100, meaning almost all errands are dependent on a car.

## **Imagine Austin**

The Imagine Austin Growth Concept Map, found in the Imagine Austin Comprehensive Plan (IACP) identifies this project as being located along an **Activity Corridor**. Page 106 of Imagine Austin states: "**Activity corridors have a dual nature. They are the connections that link activity centers and other key destinations to one another and allow people to travel throughout the city and region by bicycle, transit, or automobile.** Corridors are also characterized by a variety of activities and types of buildings located along the roadway — shopping, restaurants and cafés, parks, schools, single-family houses, apartments, public buildings, houses of worship, mixed-use buildings, **and offices.**"

The following Imagine Austin policies are applicable to this case:

- **LUT P1.** Align land use and transportation planning and decision-making to achieve a compact and connected city in line with the growth concept map.
- **LUT P3.** Promote development in compact centers, communities, **or along corridors** that are connected by roads and transit that are designed to encourage walking and bicycling, and reduce health care, housing and transportation costs.
- **LUT P4.** Protect neighborhood character by directing growth to areas of change that include designated redevelopment areas, corridors and infill sites. Recognize that different neighborhoods have different characteristics and new and infill development should be sensitive to the predominant character of these communities.

Based on this property being located along an 'Activity Corridor,' which supports commercial and office uses; the existing offices uses on the property; and the policies above which supports a mixture of uses along corridors, this project appears to be supported by Imagine Austin.

## Environmental

The site is located over the North Edwards Aquifer Recharge Zone. The site is in the Lake Creek and the Rattan Creek Watersheds, which are classified as Suburban Watersheds by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.

Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

<i>Development Classification</i>	<i>% of Gross Site Area</i>	<i>% of Gross Site Area with Transfers</i>
Single-Family Residential (min. lot size 5750 sq. ft.)	45%	50%
One or Two Family Residential (lot size < 5750 sq. ft.)	55%	60%
Multifamily Residential	60%	65%
Commercial	65%	70%

According to floodplain maps, there is a floodplain adjacent to the project location. Based upon the location of the floodplain, offsite drainage should be calculated to determine whether a Critical Water Quality Zone exists within 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.

Trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 974-1876. At this time, site specific information is unavailable regarding 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 requires water quality control with increased capture volume and control of the 2 year storm on site.

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.

### **Hill Country Roadway**

The site is not within a Hill Country Roadway Corridor.

### **Impervious Cover**

The maximum impervious cover allowed by the LI zoning district would be 80%. However, because the Watershed impervious cover is more restrictive than the zoning district's allowable impervious cover, the impervious cover on this site would be limited by the watershed ordinance.

Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

<i>Development Classification</i>	<i>% of Gross Site Area</i>	<i>% of Gross Site Area with Transfers</i>
Single-Family Residential (min. lot size 5750 sq. ft.)	45%	50%
One or Two Family Residential (lot size < 5750 sq. ft.)	55%	60%
Multifamily Residential	60%	65%
Commercial	65%	70%

In the Water Quality Transition Zones, impervious cover is limited to 30%.

### **Site Plan**

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.

Development on this site will be subject to Subchapter E: Design Standards and Mixed Use. Additional comments will be provided upon submittal of site plans by the applicant.

This site is within the Scenic Roadway Sign District. All signs must comply with Scenic Roadway Sign District regulations. Contact Viktor Auzenne at 512-974-2941 for more information.

### **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.

### **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 directly to the traffic consultant in a separate memo (Please see Attachment A).



### **Water and Wastewater**

FYI: 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 any water and wastewater utility improvements, offsite main extensions, water or wastewater easements, utility relocations and or abandonments required by the proposed land use. Depending on the development plans submitted, water and or wastewater service extension requests may be required. Water and wastewater utility plans must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance. 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 fees once the landowner makes an application for Austin Water utility tap permits.

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

# DRENNER GROUP

April 21, 2017

Mr. Greg Guernsey  
Planning and Zoning Department  
City of Austin  
505 Barton Springs Road  
Austin, TX 78704

Via Hand Delivery

Re: C14-2016-0121 - 7700 Parmer Lane— Application Amendment for the 128.816 acre piece of property located at 7700 Parmer Lane in Austin, Williamson County, Texas (the "Property"); Proposed Rezoning from LI-PDA to LI-PDA to amend a condition of the PDA.

Dear Mr. Guernsey:

Zoning case C14-2016-0121 was submitted to the City of Austin on October 28, 2016. The originally submitted request proposed an amendment to the minimum square footage of building space on the site of 955,000 established via Ordinance 980409-K. The request was to allow an additional 400,000 square feet of building space.

This letter shall serve as an amendment to the zoning case on file. On behalf of the owner of the Property, we respectfully request that Ordinance 980409-K be amended to allow for an additional 800,000 square feet of building space. The intent of the request is to allow for the removal of existing surface parking and provide additional office space.

In conjunction with the request to amend the zoning case on file, an updated traffic impact analysis has been submitted reflecting the increased developable square footage requested.

Very truly yours,



Amanda Swor  
Drenner Group

cc: Jerry Rusthoven, Planning and Development Review Department (*via electronic delivery*)  
Sherri Sirwaitis, Planning and Development Review Department (*via electronic delivery*)  
Michael Adams, Accesso Partners LLC (*via electronic delivery*)



## MEMORANDUM

**TO:** Sherri Sirwaitis, Case Manager  
Planning and Zoning Department

**FROM:** Ivan Naranjo, MBA  
 Jg Scott A. James, P.E., PTOE  
 Development Services Department/Land Use Review

**DATE:** ~~August 23, 2017~~ REVISED October 2, 2017

**SUBJECT:** Traffic Impact Analysis for 7700 Parmer Lane  
Zoning application C14 – 2016 – 0121

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Section 25 – 6 – 114 of the Land Development Code requires that a traffic impact analysis be conducted for a project proposed with a zoning application if the project is anticipated to generate more than 2,000 daily trips. The project site is located on the west side of Decker Lane, between Mayview Drive and Larical Trail. The applicant is proposing to zone 128.816 acres from LI – PDA to LI-PDA (ordinance) with improvements to allow for up to a total of 800,000 SF of office space, built in two phases. The projected completion year is 2025.

Staff from the Austin Transportation and the Development Services Departments have reviewed the June 20, 2017 *"Traffic Impact Study, 7700 Parmer Lane Development in Austin, Texas"* with the following comments:

**Nearby Roadways**

**RM 620 (Ranch to Market 620)** is a four lane major divided arterial offering connection from Round Rock Avenue in the north to State Highway 71. In the vicinity of the project, the section of RM 620 is part of the frontage road of the State Highway 45 Tollway. The eastbound posted speed limit is 60 miles per hour (MPH) and westbound is 55 miles per hour (MPH). No sidewalks or bicycle facilities are provided.

**West Parmer Lane (Route 734)** is a six lane major divided arterial with a posted speed limit of 60 MPH. In the vicinity of the project, no sidewalks are provided, however intersections are striped for bicycles on the side approaches.



**McNeil Drive** is a four lane major divided arterial connecting Spicewood Springs Road with West Bagdad Avenue in the east. In the vicinity of the project location, the posted speed limit is 45 MPH. Sidewalks are provided on both sides west of Parmer Lane and along the north side east of Parmer Lane. Bicycle lanes are marked in both directions.

**Anderson Mill Road** is a four-lane major divided arterial north of West Parmer Lane with a posted speed limit of 40 MPH in the vicinity of the site. Sidewalks are provided on both sides however, there are no bicycle facilities.

**Amberglen Boulevard** is a four lane local road connecting RM 620 with Parmer Lane. The posted speed limit is 35 MPH in the vicinity of the project. Sidewalks are provided on both sides of the road. No bicycle facilities are provided on this road.

**Dallas Drive** is a local road connecting Los Indios Trail with Parmer Lane. The posted speed limit along Dallas Drive is 25 MPH. There are sidewalks along both sides and no marked bicycle lanes.

### **Trip Generation Estimates**

Based on the ITE Trip Generation Manual, 9<sup>th</sup> Edition, the proposed development will generate approximately 8745 new daily trips per day (vpd) with 1243 trips occurring during the AM peak hour, and 1075 occurring during the PM peak hour. According to the scoping document, no background projects were identified and no reductions for transit, bicycle, pedestrian or internal capture/pass-by traffic were permitted in the analysis. Table 1 below provides the estimated number of daily trips for this development proposal.

<b>Table 1 – Estimate of weekday trip generation</b>						
		<b>Weekday AM Peak</b>		<b>Weekday PM Peak</b>		<b>Daily Totals</b>
<b>Land Use (ITE Code)</b>	<b>Intensity</b>	<b>Enter</b>	<b>Exit</b>	<b>Enter</b>	<b>Exit</b>	
<b>Office Park (750)</b>	400 ksf (Phase 1)	618	76	83	507	4577
<b>Office Park (750)</b>	400 ksf (Phase 2)	618	76	83	507	4577
	<b>Total 800 KSF</b>	<b>1106</b>	<b>137</b>	<b>151</b>	<b>924</b>	<b>8745*</b>

\*the estimation of site traffic for both Phases 1 & 2 combined is non-linear, and reflects how ITE Trip generation rates account for an economy of scale for larger office complexes.

### **Data Collection**

Site specific trip generation rates were derived from weekday AM and PM peak hour driveway counts for the existing site (currently an office building of 952ksf) to derive current land use trip generation rates. Table 2 presents how the trip generation estimates were developed for a typical weekday.

<b>Table 2 – Determination of site specific trip generation</b>										
<b>Traffic Counts for existing site (September 2016)</b>									<b>Trip rate veh/ksf</b>	
<b>Study Period</b>	<b>Anderson Mill</b>		<b>Parmer Lane</b>		<b>Tamayo Drive</b>		<b>Total</b>	<b>Total</b>	<b>Rate</b>	<b>Rate</b>
	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>				
AM Peak	337	11	71	5	581	48	989	64	1.039	0.067
PM Peak	32	464	4	150	98	581	134	1,195	0.141	1.256

Using the existing square footage (951,726 square feet) and the observed driveway volumes, the applicant calculated a rate of entering and exiting vehicles per 1,000 square feet for both peak hour periods. These rates were multiplied by the proposed square footage for each Phase of the project. The final buildout condition (Phases 1 & 2) was also modeled using the same estimation technique. Table 3 below presents the trip estimates used in the traffic analysis for both scenarios.

<b>Table 3 – Estimate of site trips using rate from existing office building</b>										
	<b>AM rate (per ksf)</b>		<b>PM rate (per ksf)</b>		<b>Weekday AM Peak</b>			<b>Weekday PM Peak</b>		
	<b>Enter</b>	<b>Exit</b>	<b>Enter</b>	<b>Exit</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>
Phase I	1.039	0.067	0.141	1.256	416	27	443	57	503	560
Phase II	1.039	0.067	0.141	1.256	416	27	443	57	503	560
Total Build	1.039	0.067	0.141	1.256	831	54	885	113	1,005	1,118

### **Trip Distribution**

Table 4 on the following page presents how the site generated traffic was assigned to the surrounding network of public streets. These percentages were used to determine the impact of the proposed development upon existing transportation infrastructure.

Table 4 – Directional Distribution of Site Traffic				
Direction	Phase 1 (Year 2020)		Phases 1 & 2 (Year 2025)	
	AM	PM	AM	PM
Parmer Lane (north)	18%	17%	18%	17%
Parmer Lane (south)	22%	20%	22%	20%
RM 620 (west)	11%	13%	11%	13%
RM 620 (east)	10%	10%	8%	8%
Amberglen Boulevard	3%	4%	3%	4%
Anderson Mill Road (west)	7%	9%	7%	9%
Tamayo Drive	2%	2%	2%	2%
Dallas Drive	1%	1%	1%	1%
McNeil Drive (west)	12%	11%	12%	11%
McNeil Drive (east)	14%	13%	10%	10%
Anderson Mill Road (east) <sup>1</sup>	-	-	6%	5%
Totals	100%	100%	100%	100%

#### Traffic Analysis Methodology

Table 5 below presents the Highway Capacity Manual (HCM) definitions of ‘levels of service’ for both *signalized and unsignalized* intersections. Within the City of Austin, LOS “D” is considered the acceptable threshold for signalized operations and for intersections where the LOS is projected at “E” or lower, mitigation should be proposed.

Table 5 – Summary of Level of Service as defined by HCM		
Level of Service	Signalized Intersection Average Total Delay (Sec/Veh)	Unsignalized Intersection Average Total Delay (Sec/Veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

The following tables present a summary of the analysis performed within the TIA. Table 6 (on the following page) presents the existing peak hour levels of service (seconds delay per vehicle) modeled for current year.

<sup>1</sup> Anderson Mill Road is assumed to connect to the east past the project limits at the time of full build out (Phases 1 & 2)



**Table 6 – Existing Levels of Service (Year 2017)**

Intersection	Control	Peak Hour	Delay	LOS
Parmer Lane / WB RM 620	Signal	AM	48.6	D
		PM	46.0	D
Parmer Lane / EB RM 620	Signal	AM	27.2	C
		PM	85.0	F
Parmer Lane / Amberglen Boulevard	Signal	AM	25.6	C
		PM	31.9	C
Parmer Lane / Anderson Mill Road	Signal	AM	87.7	F
		PM	71.6	E
*Parmer Lane / Existing Access Driveway	SSSC	AM	(9.2)	(A)
		PM	(18.5)	(C)
Parmer Lane / Tamayo Drive / Site Driveway	Signal	AM	39.0	D
		PM	42.3	D
Parmer Lane / Dallas Drive	Signal	AM	12.8	B
		PM	11.7	B
Parmer Lane / McNeil Drive	Signal	AM	80.4	F
		PM	98.5	F

(AWSC) = All-Way Stop Control; (SSSC) = Side-Street Stop Control

\*note: unsignalized intersections show only the longest approach delays, not overall intersection delay

Table 7 presents the model results for the “No Build” and “Phase 1 – Built” condition for the year 2020.

**Table 7 – Phase 1 – No Build and Built Levels of Service (Year 2020)**

Intersection	Peak Hour	No Build Conditions		Built Conditions	
		Delay	LOS	Delay	LOS
Parmer Lane / WB RM 620	AM	55.7	E	64.4	E
	PM	49.5	D	50.2	D
Parmer Lane / EB RM 620	AM	29.2	C	29.1	C
	PM	89.8	F	88.0	F
Parmer Lane / Amberglen Boulevard	AM	32.2	C	43.5	D
	PM	33.9	C	35.6	D
Parmer Lane / Anderson Mill Road	AM	99.5	F	110.6	F
	PM	80.3	F	114.3	F
Parmer Lane / Site Driveway	AM	(9.2)	(A)	(9.3)	(A)
	PM	(21.6)	(C)	(25.4)	(D)
Parmer Lane / Tamayo Drive / Site Driveway	AM	45.8	D	47.8	D
	PM	46.0	D	65.9	E
Parmer Lane / Dallas Drive	AM	14.3	B	14.2	B
	PM	11.4	B	9.9	A
Parmer Lane / McNeil Drive	AM	89.3	F	93.0	F
	PM	109.3	F	116.7	F

Table 8 presents the results for the “No Build” and “Phases 1 & 2 – Built” condition for the year 2025.

<b>Table 8 – Phases 1 &amp; 2 – No Build and Built Levels of Service (Year 2025)</b>					
		<b>No Build Conditions</b>		<b>Built Conditions</b>	
<b>Intersection</b>	<b>Peak Hour</b>	<b>Delay</b>	<b>LOS</b>	<b>Delay</b>	<b>LOS</b>
Parmer Lane / WB RM 620	AM	58.0	E	74.4	E
	PM	40.2	D	41.7	D
Parmer Lane / EB RM 620	AM	32.6	C	33.0	C
	PM	98.8	F	95.3	F
Parmer Lane / Amberglen Boulevard	AM	32.6	C	56.2	E
	PM	37.6	D	41.2	D
Parmer Lane / Anderson Mill Road	AM	116.0	F	137.1	F
	PM	78.0	E	132.3	F
Parmer Lane / Site Driveway	AM	(9.2)	(A)	(9.3)	(A)
	PM	(20.6)	(C)	(33.0)	(D)
Parmer Lane / Tamayo Drive / Site Driveway	AM	46.8	D	52.9	D
	PM	43.5	D	100.1	F
Parmer Lane / Dallas Drive	AM	14.8	B	14.9	B
	PM	12.7	B	10.0	B
Parmer Lane / McNeil Drive	AM	103.2	F	112.1	F
	PM	121.8	F	137.4	F

### **Summary of Future Conditions**

The following conditions were identified in the TIA, reflecting the future conditions of the project development. Phase 1 was evaluated for recommended mitigation measures as was the complete buildout of Phases 1 & 2 combined.

- At the intersection of East Parmer Lane / Anderson Mill Road, the level of service for the intersection remains LOS (F) under all conditions (Build and No Build, Phase 1 and Phases 1 & 2 combined), for both peak hours.
- At the intersection of East Parmer Lane / westbound RM 620, the level of service remains LOS (E) for the AM peak, and LOS (D) for the PM peak for all conditions (Build and No Build, Phase 1 and Phases 1 & 2 combined).
- At the intersection of East Parmer Lane and eastbound RM 620, the level of service remains LOS (C) for the AM peak hour and LOS (F) for the PM peak hour for all conditions (Build and No Build, Phase 1 and Phases 1 & 2 combined).

- At the intersection of East Parmer Lane and Tamayo Drive (site driveway), the overall level of service degrades from LOS (D) to LOS (E) under the "Build" condition during the PM peak hour for Phase 1 and to LOS (F) during the PM peak hour for Phases 1 & 2 combined.
- At the intersection of East Parmer Lane and McNeil Drive, the level of service for the intersection remains LOS (F) for all conditions (Build and No Build, Phase 1 and Phases 1 & 2 combined).
- At the site driveway on Anderson Mill Road, the level of service is modeled at LOS (E) for the PM peak hour for Phase 1 and LOS (F) for Phases 1 & 2 combined. Signal warrants were not met for the Phase 1 Build condition, but may be met with Phases 1 & 2 combined.

### **Recommended Transportation Improvements**

The TIA identified improvements to the surrounding public infrastructure to mitigate the calculated impact to traffic resulting from this development. The following is a summary of the proposed improvements:

- East Parmer Lane / Anderson Mill Road:
  - Add a second left turn lane to the southbound approach to provide dual lefts.
  - Add a second left turn lane and right turn lane to the westbound approach to provide dual lefts, two throughs and one right turn lane.
  - Add a left turn lane to the eastbound approach to provide dual lefts, one through lane and one right turn lane.
  - Remove split phasing signal operation which should reduce overall delay at the intersection during the PM peak.
  - Complete build out (Phases 1 & 2) may require the addition of a right turn lane to the northbound approach.
- East Parmer Lane and RM 620 (eastbound and westbound approaches):
  - No mitigation is recommended for these two intersections
- East Parmer Lane and Tamayo Drive:
  - extend the existing southbound left turn lane to at least 500 feet.
  - Complete buildout will require a second left turn lane to provide dual left turns for the southbound approach and a second westbound left-turn lane



- East Parmer Lane and McNeil Drive:
  - Due to minimal ROW and existing lane configurations, no recommendations are provided for these intersections.
- Anderson Mill Road/ site driveway:
  - Re-stripe the northbound approach to provide dual left turn movements to serve Phase 1 traffic volumes. At full buildout, signalization of this intersection is recommended, if warrants are satisfied. In addition, three outbound lanes (two lefts and one right turn lane) on the site driveway may be required.

Review staff discussed the need to implement physical improvements concurrently with the development of the site and thus prioritized the infrastructure elements accordingly. Therefore, after review and acceptance of the TIA findings, the following goals were identified:

- 1) Wherever feasible, staff prefers to have the developer construct physical improvements instead of posting fiscal towards the estimated costs of construction.
- 2) In locations where more than one improvement is identified, staff would accept a fully constructed single improvement in the place of several partial funded elements.

### **Conclusions and Recommendations**

This zoning application will permit up to 800 ksf of office development, in two phases. Staff review of the TIA indicated that improvements for Phase 1 and Phase 2 will be tiered to reflect the scale of the development. After consultation with reviewers, transportation review staff recommends approval of this zoning application subject to the following conditions:

- 1) Prior to the 3<sup>rd</sup> Reading of City Council, the applicant shall commit to the design and construction of the ~~transportation improvements summarized below, including dedicated turn lanes and a new traffic signal~~ at the intersection of Anderson Mill Road and the site driveway as identified in the TIA.
- 2) Prior to the issuance of the first site development permit for Phase 1, the applicant shall post fiscal in the amount of \$284,875 for the improvements identified for Phase 1 (outlined in Table 9 on the following page) and to cover the labor costs of City relating to construction inspection and signal (re)timing as proposed.

Table 9 – Phase 1 List of Improvements			
Location	Improvements	Total Cost	Developer Share %
Parmer Lane / Anderson Mill Road	Add 2 <sup>nd</sup> southbound left turn lane	\$95,000	\$31,350 (33%)
	Add 2 <sup>nd</sup> westbound left turn lane	\$97,500	\$67,275 (69%)
	Add westbound right lane	\$97,500	\$68,250 (70%)
	Add northbound right turn lane	\$76,250	\$52,612 (69%)
	Restripe eastbound approach/ remove split phases	\$40,000	\$40,000 (100%)
Parmer Lane / Tamayo Drive / Site Driveway	Extend southbound left turn lane 500 feet	\$77,500	\$77,500 (100%)
	Add second southbound left turn lane	\$132,500	\$84,800 (64%)
Site Driveway / Anderson Mill Road	Re-stripe northbound approach	\$5,000	\$5,000 (100%)
	Signalize intersection add turn lanes Improve and extend Anderson Mill Road to the property boundary	Cost TBD*	TBD (100%)
Total participation		\$412,500	\$284,875

- 3) If the development includes Phase 2, the following infrastructure improvements will be required as a part of the site development approval process:

Table 10 – Phases 1 & 2 Additional Improvements			
Location	Improvements	Total Cost	Developer Share %
Parmer Lane / Anderson Mill Road	Add northbound right turn lane	\$76,250	\$52,612 (69%)
Parmer Lane / Tamayo Drive / Site Driveway	Add 2 <sup>nd</sup> southbound left turn lane	\$132,500	\$84,800 (64%)
Site Driveway / Anderson Mill Road	Re-stripe intersection approaches	\$5,000	\$5,000 (100%)
	Signalize intersection add turn lanes Improve and extend Anderson Mill Road to the property boundary	Cost TBD*	TBD (100%)
Total participation		\$213,750*	\$142,412*

\* Fiscal collected for these improvements does not include the cost of the roadway design and construction as the developer will construct the roadway extension and traffic signal fully.

- 4) Applicant to design and construct extension of Anderson Mill Road to the eastern property boundary as part of complete build out conditions (Phases 1 & 2 combined). This extension to occur concurrently with installation of traffic signal at site driveway.
- 5) Prior to the issuance of the first site development permit for Phase 2, the applicant shall post fiscal in the amount of \$142,412 for the remaining identified improvements related to the complete build out of the property (Phases 1 & 2 combined) as presented in Table 10.
- 6) A signed Advance Funding Agreement/Donation agreement must be submitted to the TxDOT Austin District Traffic Office prior to 3<sup>rd</sup> reading at City Council.
- 7) Development of this property should not vary from the approved uses, nor exceed the approved intensities and estimated traffic generation assumptions within the TIA document (dated June 20, 2017), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.
- 8) The findings and recommendations of this TIA memorandum remain valid until ~~August 23, 2022~~, **October 3, 2022**, after which a revised TIA or addendum may be required.



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