

## **ZONING CHANGE REVIEW SHEET**

**CASE:** C814-2008-0136 / North Austin Medical Center Planned Unit Development

**ZAP Date:** December 2, 2008  
 May 19, 2009  
 November 3, 2009  
 December 15, 2009  
 March 16, 2010

**ADDRESS:** 12221 North Mo-Pac Expressway Northbound  
 2311-2511 Park Bend Drive

**OWNER/APPLICANT:** St. David's Healthcare Partnership, L.P. LLP, (Malcolm Belisle)  
 (512) 482-4176

**AGENT:** Clark, Thomas & Winters, PC, (John M. Joseph) (512) 472-8800

**ZONING FROM:** GO (General Office), GR (Community Commercial), LO (Limited Office), GR-CO (Community Commercial – Conditional Overlay)

**TO:** PUD (Planned Unit Development)

**AREA:** 63.69 acres

**SUMMARY STAFF RECOMMENDATION:** The Staff recommendation is to grant planned unit development (PUD) district zoning for North Austin Medical Center as shown in Attachment A with the following conditions:

1. The height will be limited to 120 feet for both tracts.
2. The PUD documents will incorporate the superiority measures as described on page 2.
3. The development of the PUD site will be subject to the attached Traffic Impact Analysis memorandum from Planning and Development Review (PDR) Department dated March 10, 2010 – "Attachment C".

**ZONING AND PLATTING COMMISSION RECOMMENDATION:**

On March 16, 2010: The Commission voted to *APPROVE* staff's recommendation for PUD district zoning with a height limit of 120-feet; was approved by Commissioner Patricia Seeger's motion, Commissioner Cynthia Banks second the motion on a vote of 5-0; Commissioner Betty Baker and Donna Tiemann were absent.

**DEPARTMENT COMMENTS:**

The subject rezoning area consists of a 63.69-acre site fronting North Mo-Pac Expressway at the corner of Park Bend Drive and Cedar Bend Drive. The site consists of two tracts separated by Park Bend Drive. The north tract is presently developed with a 664,360 square foot hospital and a 284,726 square foot medical office and is located on 37.74 acres, and the south tract is an undeveloped 25.95 acre site. The current zoning is GO, GR, LO and GR-CO. The surrounding area is developed with automotive sales and medical office building to the north, undeveloped property and medical offices to the east and Walnut Creek Park to the south.

The applicant is requesting PUD zoning in order to provide an additional 468,475 square feet of hospital and an additional 200,775 square feet of medical office on the northern tract, and to build a 640,500 square foot hospital and 274,500 square foot medical office on the undeveloped south tract. The applicant is requesting three modifications to the Land Development Code. The first modification is to redefine site to include both tracts, which are separated by a public street or right-of-way [LDC 25-2-243 (Proposed District Boundaries Must Be Contiguous)]. The Applicant is also requesting to develop the property under the general commercial services (CS) district zoning regulations. To that end, the applicant proposes two modifications to the CS development regulations. The first is that the base height be increased from an existing 79 feet to 125 feet on the north tract and to 175 feet on the undeveloped south tract. The second modification is to allow for a FAR of 3:1 on both tracts in order to accommodate the planned development. The Applicant's proposed land use plan is provided as Attachment A and the proposed regulations are proposed as Attachment B.

The applicant has proposed the following superiority measures:

1) Exceeds Current Water Quality Standards

Wet Pond Construction

- Minimum City of Austin Drainage Area for Wet Ponds is 20 acres (ECM 1.6.6B). This site plan proposes 21.55 acres of area draining to the Wet Pond.
- City of Austin requires a minimum of 21,780SF (1/2 acre) of surface area for the permanent pool. This plan proposes 42,637SF (almost 1 acre) of permanent pool surface area.
- Current City of Austin guidelines requires a pond volume of 114,358cf.

Vegetative Filter Strip

- The City does not require vegetative filter strips when a wet pond is being used for primary water quality. This plan proposes use of 4.5 acres of vegetative filter strip. This is enough area to treat two acres of commercial drainage area fully (SOS Vegetative Filter Strip Sizing Chart in the City of Austin ECM).

Diversion of Water Quality Transition Zone Runoff into Permanent BMP

- 2) Implement 2 Star Green Building standards on all new construction.
- 3) Dedication of access and/or recreation easement to the trailhead of Walnut Creek Bike Trail.
- 4) Construction of 8 parking spaces on the South Park Bend site for the City of Austin Walnut Creek Bike Trail.
- 5) Offering a location site for the Air Ambulance Operational Support Station and Aircraft.

The staff has evaluated the applicant's PUD proposal and recommends planned unit development (PUD) district zoning for North Austin Medical Center with conditions because the proposed PUD will be superior to conventional zoning by enhancing water quality controls, developing to two (2) star Green Builder standards for all new construction, and providing community benefits of additional access and parking for the Walnut Creek Bike Trail.

**EXISTING ZONING AND LAND USES:**

	<b>ZONING</b>	<b>LAND USES</b>
<i>Site</i>	GR, GR-CO, GO, LO	St. David's North Austin Medical Center
<i>North</i>	GR, LR-CO, GO-CO	Automotive Sales, Undeveloped Tract, and Medical Office
<i>South</i>	P	Undeveloped
<i>East</i>	GO, GO-MU-CO, P	Medical Office
<i>West</i>	-----	N. Mo-Pac Expressway Service Rd. Northbound

**AREA STUDY:** The property does not lie within a designated neighborhood planning area.

**TIA:** Yes (Please see Transportation comments – Attachment C)

**WATERSHED:** Walnut Creek

**DESIRED DEVELOPMENT ZONE:** Yes

**CAPITOL VIEW CORRIDOR:** No

**HILL COUNTRY ROADWAY:** No

**REGISTERED NEIGHBORHOOD AND COMMUNITY ORGANIZATIONS**

- Austin Neighborhoods Council
- Home Builders Association of Greater Austin
- North Growth Corridor Alliance
- Homeless Neighborhood Organization
- Austin Parks Foundation
- League of Bicycling Voters
- Scofield Farms Residents Assn.
- Austin Monorail Project
- Sierra Club, Austin Regional Group
- Austin Northwest Association
- Super Duper Neighborhood Objectors and Appealers Organization
- The Real Estate Council of Austin, Inc.

**CASE HISTORIES:**

<b>NUMBER</b>	<b>REQUEST</b>	<b>COMMISSION</b>	<b>CITY COUNCIL</b>
C14-2007-0047 2300 Cedar Bend Drive (Child Development Center)	SF-3 to GO	5/15/07: APVD staff rec of GO-CO (9-0)	6/08/07: Apvd Ord 20070607-083 for GO-CO (7-0); all 3 rdgs
C14-07-0015 2217 Park Bend Dr. (Village at Walnut Creek Ph 2, Sec 15)	MF-2-CO to GO-MU-CO	4/3/07: APVD staff rec of GO-MU-CO (6-0-1, JG-abstain)	5/3/07: Apvd Ord. 20070503-060 for GO-MU-CO (7-0); all 3 rdgs
C14-06-0092 12201-12301 Block of Tomanet Trl. at Cedar Bend Dr.	LO-CO to GO-CO	8/1/2006: APVD GO-CO W/CONDS (6-1, JP-NO) – No TIA required.	8/10/2006: APVD GO-CO (7-0); ALL 3 RDGS

C14-03-0110 2200 Park Bend Dr. (Post Oak Centre North)	GO-MU-CO to GO-MU-CO	9/23/03: APVD STAFF REC OF GO-MU-CO BY CONSENT (9-0) – the request deleted the 2000 vehicle trips & changed the ht limit from 3 stories or 40 ft. to a max ht of 60 ft	10/23/03: APVD GO-MU-CO (6-0); ALL 3 RDGS
C14-01-0086 2200 Park Bend Dr. (Park Bend Medical Professional Offices)	GO-MU-CO to GO-MU-CO	7/24/01: APVD STAFF REC OF GO-MU-CO (5-0) W/COND OF 10' VEG BUFFER ON N PROP LINE – The request deleted the 15 units per acre requirement from case C14-98-0136 and added a buffer of 10 ft along the northern property line. In addition it allowed lodging house, administrative business office and professional office, which had been prohibited previously.	8/28/01: APVD GO-MU-CO W/CONDS (6-0); ALL 3 RDGS
C14-98-0136 2200 Park Bend (2200 Park Bend Drive)	MF-2-CO to GO-MU-CO	9/22/98: APVD STAFF ALT REC OF GO-MU-CO W/2 CONDS (8-0): LIMIT IMP COV TO LESS THAN 65%; LIMIT HEIGHT TO 40' OR 3 STORIES – The CO also restricts the property to 15 units per acre, limits vehicle trips to 2000 per day and several uses were prohibited.	12/10/98: APVD PC REC OF GO-MU-CO W/CONDS (7-0) ALL 3 RDGS
C14-96-0114 12302 Tomanet Trl. (Austin Diagnostic Clinic)	LR-CO to LR-CO	10/22/96: APVD STAFF ALT REC OF LR-CO (9-0) The request deleted a condition from C14-94-0173, to limit vehicle trips to 870 per day. All other conditions remain.	11/21/96: APVD LR-CO SUBJ TO CONDS (6-0); ALL 3 READINGS

**RELATED CASES:**

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-94-0172 2218-2605 Block of Park Bend Dr. (Austin Diagnostic Clinic)	MF-2, GO to GR-CO, GO and LO	4/18/95: APVD GR-CO, GO-CO & LO-CO W/CONDS PER NEIGH AGREEMENT (5-3)	11/30/95: APVD LO-CO, MF-2 & MAINTAIN GO (5-0); 2ND/3RD RDG
C14-92-0073 12100 - 12222	MF-2 to GO	10/13/92: APVD GO	2/11/93 APVD GO (7-0); 2ND/3RD RDGS, EMERG.

Block of Renfert Way (Austin Diagnostic Clinic)			PASS.
---	--	--	-------

### **ABUTTING ROADWAYS**

**Loop 1 (Mopac)** – The Mopac northbound frontage road forms the western boundary of the subject site. This roadway is currently classified as a six-lane freeway from Parmer Ln to Burnet Rd. The 2007 daily traffic volume on Loop 1 in this area was approximately 130,000 vehicles per day. The 2025 AMATP identifies this segment of Loop 1 as a six-lane freeway with two managed lanes. The current cross-section is assumed for the build out of this project.

**Tomanet Trail** – Tomanet is a two lane residential local street directly north of Tract 1 of the project. St. Based on peak period traffic counts for this study, approximately 3,000 vehicles per day utilize this roadway. No further improvements are planned for this roadway.

**Cedar Bend Drive** – Cedar Bend Drive is a two lane residential collector and forms the northern boundary of the site. The existing traffic volume on Cedar Bend was approximately 6,200 vehicles per day in 2009. No further improvements are planned for this roadway.

**Park Bend Drive** – Park Bend Drive is a two lane collector and runs between Tracts 1 and 2 of the site. The existing traffic volume on Park Bend was approximately 8,800 vehicles per day in 2009. No further improvements are planned for this roadway.

**Renfert Way** – Renfert Way is a two lane collector that connects Cedar Bend and Park Bend and forms the western boundary to Tract 1. . Based on peak period traffic counts for this study, approximately 5,000 vehicles per day utilize this roadway. No further improvements are planned for this roadway.

### **CITY COUNCIL DATE:**

April 22, 2010

### **ACTION:**

The public hearing was closed and the first reading of the ordinance for planned unit development (PUD) district zoning with conditions was approved on consent on Council Member Shade's motion, Council Member Spelman's second on a 7-0 vote.

May 27, 2010

This item was postponed on consent to June 24, 2010 at the staff's request on Council Member Morrison's motion, Council Member Riley's second on a 6-0 vote. Council Member Spelman was off the dais.

June 22, 2010

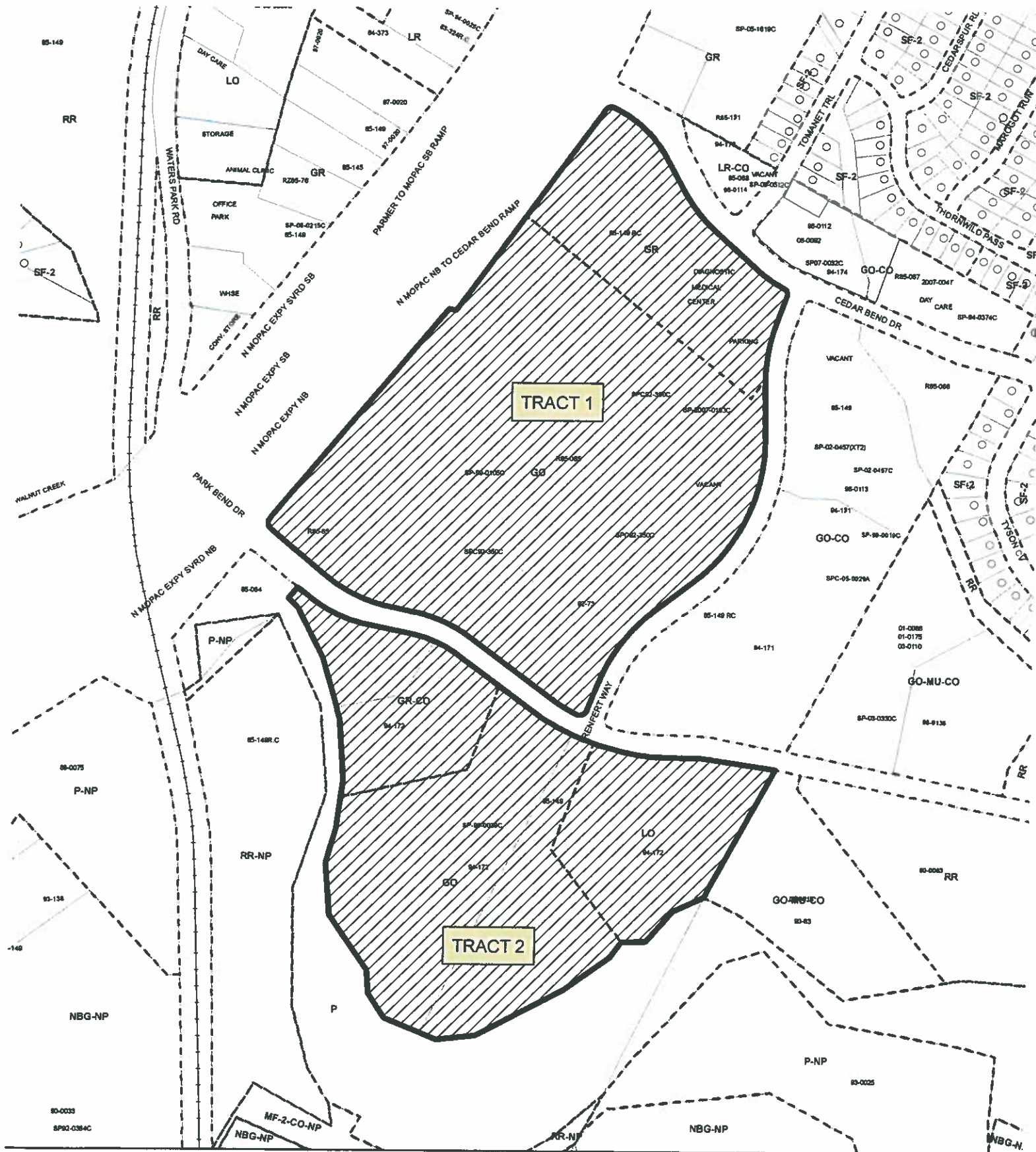
**ORDINANCE READINGS:** 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup>

**ORDINANCE NUMBER:**

**CASE MANAGER:** Joi Harden

**PHONE:** 974-2122

**E-MAIL:** [joi.harden@ci.austin.tx.us](mailto:joi.harden@ci.austin.tx.us)



**N**

1" = 400'

<p> <b>SUBJECT TRACT</b></p> <p> <b>ZONING BOUNDARY</b></p> <p> <b>PENDING CASE</b></p> <p><b>OPERATOR: S. MEEKS</b></p>	<p align="center"><b>ZONING</b></p> <p><b>ZONING CASE#: C814-2008-0136</b></p> <p><b>ADDRESS: 12221 N MOPAC EXPY NB; 2311, 2411 &amp; 2511 PARK BEND DR</b></p> <p><b>SUBJECT AREA: 63.68 ACRES</b></p> <p><b>GRID: K34 &amp; L34</b></p> <p><b>MANAGER: J. HARDEN</b></p>
--	--

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.







### **SUMMARY STAFF RECOMMENDATION**

The Staff recommendation is to grant planned unit development (PUD) district zoning for North Austin Medical Center as shown in Attachment A with the following conditions:

1. The height will be limited to 120 feet for both tracts.
2. The PUD documents will incorporate the superiority measures as described on page 2.
3. The development of the PUD site will be subject to the attached Traffic Impact Analysis memorandum from Planning and Development Review (PDR) Department dated March 10, 2010 – “Attachment C”.

### **BASIS FOR RECOMMENDATION**

*1. The PUD is intended to allow single or multi-use projects within its boundaries and provide greater flexibility for development proposed within the PUD.*

The Proposed PUD provides “greater design flexibility for development within the PUD” because:

- The PUD zoning would allow the Hospital to address the growing medical needs of the community at the current location.
  - The maximum height allowed under the existing zoning is 60 feet and would restrict expansion because the existing facility is 79 feet. PUD zoning would allow the establishment of height scaled and designed to meet the expansion needs for health services with greater height, ranging up to 120 feet to allow for the expansion without the necessity for additional impervious cover and removal of additional significant trees.
- 2. Use of a PUD District should result in development superior to that which would occur using conventional zoning and subdivision regulations.*

The North Austin Medical Center PUD will result in a superior development than that which could have occurred using conventional zoning and subdivision regulations by:

- Reduction in allowable impervious cover over the entire site
- Multi-use medical facility providing essential medical services to the Central Texas region
- Combination of free-standing facilities will reduce the amount of impervious cover over conventional development
- Contributions to storm water facilities
- Dedication of access and/or recreation easement to the trailhead

### *3. The Proposed Enhances Preservation of Natural Resources*

- The proposed PUD would facilitate the dedication of additional access to Walnut Creek Park and provide of additional parking for park patrons
- Contributions to off site water quality facilities

### *4. The Proposed PUD Encourages High Quality Development and Innovative Design*

St. David's North Austin Medical Center is a full-service hospital offering comprehensive healthcare services, including programs for Women's Services, Emergency Care, Surgery, Heart and Vascular Care, and Kidney Transplant Surgery. The hospital contains the following:

- 24/7 Emergency Department
- Certified Chest Pain Center
- Certified Stroke Center
- Kidney Transplant Center
- Women's Center of Texas
- da Vinci Robotic Surgery
- Comprehensive Rehabilitation Services

## **EXISTING CONDITIONS**

### **Site Characteristics**

The subject rezoning area consists of a 63.69-acre site fronting North Mo-Pac Expressway at the corner of Park Bend Drive and Cedar Bend Drive. The site consists of two tracts. The north tract is presently developed with a 664,360 square foot hospital and a 284,726 square foot medical office and is located on 37.74 acres, and the south tract is an undeveloped 25.95 acre site. The north tract is relatively flat with landscaped trees surrounding the hospital and medical office. The undeveloped south tract slopes to the west and south. The front portion of the tract is lightly vegetated and the tract becomes more heavily vegetated towards the rear.

**North Austin Medical Center 09041**



But we got "depression" diagnosed, treated, hospitalized, and diagnosed again. We got "depression" diagnosed, treated, hospitalized, and diagnosed again. We got "depression" diagnosed, treated, hospitalized, and diagnosed again.

N.T.S.

**GARRETT-IHNEN**  
CIVIL ENGINEERS  
TYPE FIRM #C-630

3600 WEST PARMER LANE  
SUITE 212  
AUSTIN, TEXAS 78727  
(512) 454-2400

MAR 10 2010

## Planning & Development Review

1534-7621

**ColonyShield™, Dain's® Healthcare Systems, U.S.A.**  
 2000 Ave. Joviano Boulevard, Ste. 2000  
 North, Tampa 33691

Vol. 1-2, Sheet A  
 ColonyShield™ - CS-95-75.1  
 Vol. 91 Pg. 104-0  
 Approved 05-11-2002

**Reproduction of the ColonyShield™**  
 10000 Ave. Joviano Boulevard, Ste. 2000  
 North, Tampa 33691  
 Vol. 91 Pg. 107  
 Approved 05-10-2002

30, 35, 40 Acres (Print Book)  
 37, 42, 47 Acres (Print Book)  
 53, 58 Acres (Print Book)

[illegible]

# ATTACHMENT A

## PROPOSED LAND USE PLAN





## PROPOSED PUD REGULATIONS

The Property is subject to commercial highway "CS" uses and site development regulations except as otherwise noted. The uses will be limited to hospital and medical office as well as all accessory uses.

SITE DATA TABLE		MAIN CAMPUS		PARK BEND SITE	
		EXISTING	PROPOSED	EXISTING	PROPOSED
SITE AREA	SF	1,643,954	1,643,954	1,129,946	1,129,946
SITE AREA	AC	37.74	37.74	25.95	25.95
MIN. LOT SIZE	SF	5,570	5,570	5,570	5,570
MIN. LOT WIDTH	FT	50	50	50	50
MAX HEIGHT	FT	79	125	0	175
FRONT YARD	FT	10 & 15	10	10 & 25	10
SIDE STREET YARD	FT	10 & 15	10	10 & 15	10
REAR YARD	FT	0 & 5	0	0 & 5	5
MAX. BLD. COVER	%	73	78	0	80
IMP. COVER	%	73	78	0	80
FLOOR AREA RATIO (FAR)	RATIO	0.56:1	3:1	0:0	3:1

Section 25-2-243 (*Proposed District Boundaries Must Be Contiguous*) of the City Code does not apply to the PUD.

Section 25-2-492 (*Site Development Regulations*) is modified to allow for the above-referenced regulations.

ATTACHMENT B  
PROPOSED REGULATIONS



**Date:** March 10, 2010  
**To:** Joi Harden, Case Manager  
**CC:** James Sassin, P.E., S&B Infrastructure, Ltd.  
**Reference:** North Austin Medical Center TIA \ C814-2008-0136

The Transportation Review Section has reviewed the Traffic Impact Analysis for the North Austin Medical dated October 2009, prepared by James Sassin, P.E., S&B Infrastructure, Ltd, and offers the following comments:

### **TRIP GENERATION**

North Austin Medical Center is a 63.68-acre development located on two tracts in north Austin on the Mopac Expressway northbound service road between and along Park Bend Dr and Cedar Bend Dr, south of W Parmer Blvd.

The property is the current site of an existing 664,360 ft<sup>2</sup> hospital and 284, 726 ft<sup>2</sup> medical office development and is zoned General Office (GO), Community Commercial (GR), Community Commercial-Conditional Overlay (GR-CO), and Limited Office (LO). The applicant is requesting Planned Unit Development (PUD) zoning and is proposing an additional 1,108,975 ft<sup>2</sup> of hospital space and 475,275 ft<sup>2</sup> of medical office between both tracts. The estimated completion of the project is expected in the year 2025.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 30,479 new unadjusted average daily trips (ADT).

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

<b>Table 1. Trip Generation</b>						
			<b>AM Peak</b>		<b>PM Peak</b>	
<b>LAND USE</b>	<b>Size</b>	<b>ADT</b>	<b>Enter</b>	<b>Exit</b>	<b>Enter</b>	<b>Exit</b>
Hospital	1,108,975 ft <sup>2</sup>	12,469	1385	756	926	1429
Medical Office	475,275 ft <sup>2</sup>	18,010	308	168	206	318
<b>Unadjusted Total</b>		<b>30,479</b>	<b>1693</b>	<b>924</b>	<b>1132</b>	<b>1747</b>
<b>Adjusted Total after Reductions</b>		<b>25,905</b>	<b>1439</b>	<b>785</b>	<b>962</b>	<b>1485</b>

ATTACHMENT C

---

## **ASSUMPTIONS**

1. Traffic growth rates provided by the City of Austin were as follows:

<b>Table 2. Growth Rates per Year</b>	
<b>Roadway Segment</b>	<b>%</b>
All Roads	2%

2. In addition to these growth rates, background traffic volumes for 2025 included estimated traffic volumes for the following projects:

North Mopac Medical Office Building	SP-05-1619C
Plaza North Medical Office Building	SP-05-1575C
Austin Diagnostic Clinic	SP-03-0512C
Medical Oaks Pavilion	SPC-05-0029A
Post Oak Centre North	SP-03-0330C

3. No reductions were taken for pass-by trips.
4. A 10% reduction was taken for internal capture.
5. A 5% reduction was taken for transit use.

## **EXISTING AND PLANNED ROADWAYS**

**Loop 1 (Mopac)** – The Mopac northbound frontage road forms the western boundary of the subject site. This roadway is currently classified as a six-lane freeway from Parmer Ln to Burnet Rd. The 2007 daily traffic volume on Loop 1 in this area was approximately 130,000 vehicles per day. The 2025 AMATP identifies this segment of Loop 1 as a six-lane freeway with two managed lanes. The current cross-section is assumed for the build out of this project.

**Parmer Lane** - The 2025 AMATP identifies Parmer Lane as a six lane divided major arterial between Parmer Lane and Braker Lane. TxDOT Traffic Counts in 2007 along Parmer east of Loop 1 were reported to be approximately 50,000 vehicles per day. The City and TxDOT currently have no further plans to improve this segment of Parmer Lane.

**Metric Blvd** – Metric Blvd is classified as a four-lane divided major arterial in the 2025 AMATP. Per the 2025 AMATP, Metric is identified to be upgraded to a six-lane divided major arterial, but the current cross-section is assumed for the build out of this project.

**Tomanet Trail** – Tomanet is a two lane residential local street directly north of Tract 1 of the project. St. Based on peak period traffic counts for this study, approximately 3,000 vehicles per day utilize this roadway. No further improvements are planned for this roadway.

**Cedar Bend Drive** – Cedar Bend Drive is a two lane residential collector and forms the northern boundary of the site. The existing traffic volume on Cedar Bend was approximately 6,200 vehicles per day in 2009. No further improvements are planned for this roadway.

**Park Bend Drive** – Park Bend Drive is a two lane collector and runs between Tracts 1 and 2 of the site. The existing traffic volume on Park Bend was approximately 8,800 vehicles per day in 2009. No further improvements are planned for this roadway.

**Renfert Way** – Renfert Way is a two lane collector that connects Cedar Bend and Park Bend and forms the western boundary to Tract 1. . Based on peak period traffic counts for this study, approximately 5,000 vehicles per day utilize this roadway. No further improvements are planned for this roadway.

### **INTERSECTION LEVEL OF SERVICE (LOS)**

The TIA analyzed 11 intersections, 5 of which are signalized. Existing and projected levels of service are as follows, assuming that all improvements recommended in the TIA are built:

<b>Table 3. AM &amp; PM Peak Level of Service</b>						
<b>Intersection</b>	<b>2009 Existing</b>		<b>2025 Forecasted (w/o Site)</b>		<b>2025 Site + Forecasted</b>	
	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>
Cedar Bend Dr & Tomanet Trl	C	C	F	D	F	F
Cedar Bend Dr & Loop 1	C	F	E	F	F	F
Cedar Bend Dr & Renfert Wy	A	B	B	C	C	D
Cedar Bend Dr & Metric Blvd*	E	C	F	F	F	F
Cedar Bend Dr & Park Bend Dr	A	B	B	C	B	D
Park Bend Dr/Waters Park Rd & Loop 1 SBFR*	C	C	F	F	F	F
Park Bend Dr/Waters Park Rd & Loop 1 NBFR*	A	C	C	E	F	F
Park Bend Dr & Renfert Wy	B	B	B	C	F	F
Parmer Ln & Loop 1 SBFR*	B	B	C	F	D	F
Parmer Ln & Loop 1 NBFR*	A	D	B	F	B	F
Tomanet Trl & Parmer Ln	F	F	F	F	F	F

\* = SIGNALIZED

The analyzed intersections will fail even after the recommended improvements identified below are implemented. This is in part due to the 2025 forecasted traffic conditions that will exist without the site and the limited realistic capacity improvements possible at the analyzed intersections. The improvements recommended by the traffic consultant for this site provide reasonable relief from the impacts of the proposed development for most of the intersections. The only way to further mitigate the impact would be to reduce the amount of proposed development.



## **NEIGHBORHOOD IMPACT ANALYSIS**

A neighborhood traffic analysis was triggered because the projected number of vehicle trips generated by this project exceeds the vehicle trips per day generated by existing uses by at least 300 trips per day, and the project has access to a local or residential collector street where at least 50 percent of the site frontage has an SF-5 or more restrictive zoning designation.

Table 4 represents a breakdown of existing traffic on Cedar Bend from Tomanet Trail to Metric Blvd and Tomanet Trail from Cedar Bend to Parmer Ln, forecasted background traffic, and total traffic after development.

<b>Table 4.</b>			
<b>Roadway</b>	<b>Existing Traffic (2009)</b>	<b>Forecasted Traffic (2025)</b>	<b>Forecasted + Site Traffic (2025)</b>
Cedar Bend Dr	6,200	8,500	19,600
Tomanet Trail	3,000	4,118	5,200

According to Section 25-6-116 of the Land Development Code, streets over 40 feet in width are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadways exceeds 4,000 vehicles per day. Per these standards, Cedar Bend Dr (44' of pavement) not will operate at a desirable level and improvements have been recommended to mitigate the site's impact on the adjacent neighborhood.

Streets over 40 feet in width are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadways exceeds 4,000 vehicles per day. Per these standards, Tomanet Trail (44' of pavement) will not operate at a desirable level and improvements have been recommended to mitigate the site's impact on the adjacent neighborhood.

## **RECOMMENDATIONS**

- 1) Prior to City Council approval, fiscal is required to be posted for the following improvements:

<b>Intersection</b>	<b>Improvements</b>	<b>Pro Rata Share (%)</b>
Cedar Bend Dr & Tomanet Trl	Restripe SB leg to include right and left turn lanes Restripe EB leg to include left and a thru lane	100
Cedar Bend Dr & Renfert Way	Restripe WB leg to include a left and thru lane Restripe NB leg to include right and left turn lanes	100

Cedar Bend Dr & Park Bend Dr	Restripe WB leg to include a left and thru lane Restripe NB leg to include right and left turn lanes	100
Park Bend Dr & Renfert Way	Restripe EB leg to include a left and thru lane Restripe NB leg to include right and left turn lanes	100
Parmer Ln & Tomanet Trl	Restripe NB and SB legs to add Right, Left, and Thru lanes in both directions	100
Loop 1 NBFR & Park Bend Dr	Add a NB right turn lane	100
Metric Blvd & Cedar Bend Dr	Restripe SB leg for a right turn and thru lane	100
Cedar Bend Dr (along entire site boundary)	Restripe for a continuous center turn lane	100
Park Bend Dr (along entire site boundary)	Restripe for a continuous center turn lane	100

- 2) Cost estimates for the above improvements must be approved prior to City Council approval.
- 3) Driveways should be constructed to the widths and cross-sections recommended in the TIA.
- 4) For information: Two copies of the final version of the TIA incorporating all corrections and additions must be submitted prior to City Council approval.
- 5) 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, trip allocations for each tract, 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  
City of Austin – Planning and Development Review Department