

ZONING CHANGE REVIEW SHEET

CASE: C14-2016-0094 (Parmer Village)

Z.A.P. DATE: February 21, 2017
March 7, 2017
August 7, 2018

ADDRESS: 800 East Parmer Lane

DISTRICT AREA: 7

OWNER/APPLICANT: Austin Ly & Nguyen LP
(Kevin Nguyen)

AGENT: TRI-County Consultants
(Phillip T. Duprey)

ZONING FROM: GR

TO: GR-MU

AREA: 14.30 acres

SUMMARY STAFF RECOMMENDATION:

The staff's recommendation is to grant GR-MU, Community Commercial-Mixed Use Combining District, zoning.

The Austin Metropolitan Area Transportation Plan calls for a total of 140 feet of right-of-way for Harris Ridge Boulevard. If the requested zoning is granted, then 10 feet of right-of-way should be dedicated from the existing centerline of Harris Ridge Boulevard through a street deed prior to the 3rd reading of this case at City Council in accordance with the Transportation Plan.*

In addition, the staff recommends that the conditions of the Transportation Impact Analysis (TIA) for this case be adopted and placed in a public restrictive covenant prior to the 3rd reading of this case at City Council [Please see TIA Memorandum-Attachment A].

ZONING AND PLATTING COMMISSION:

2/21/17: Postponed to March 7, 2017 at the staff's request by consent (10-0, D. Breithaupt-absent); G. Rojas-1st, S. Lavani-2nd.

3/7/17: Postponed indefinitely at the staff's request by consent (10-0); A. Denkler-1st, A. Aguirre-2nd.

8/07/18: Approved the staff's recommendation for GR-MU zoning, with conditions, by consent (8-0, D. Breithaupt- arrived late, B. Evans-absent); S. Lavani-1st, A. Denkler-2nd.

ISSUES:

*It has been determined by the DSD and ATD Transportation review staff that sufficient right-of-way has already been dedicated for this property. Therefore, the recommendation for the dedication of 10 feet of additional right-of-way from the existing centerline of Harris Ridge Boulevard has been removed from the TIA memorandum [Please see revised TIA Memorandum – Attachment A]. A street deed document is no longer required for this case.

DEPARTMENT COMMENTS:

The property in question is a 14+ acre lot that is undeveloped and moderately vegetated. The site is located at the northeast intersection of Harris Ridge Boulevard and E. Parmer Lane. The applicant is requesting GR-MU, Community Commercial-Mixed Use Combining District, zoning because they would like to develop a mixed use project on the site that would contain multifamily residential, a hotel, indoor entertainment (a movie theater), personal improvement services (a fitness center), financial services and restaurant uses.

The staff's recommendation is to rezone the site to add an MU, Mixed Use Combining District. This property meets the intent of the Community Commercial-Mixed Use designation as it will permit the applicant to develop a mixture of residential, office and commercial uses at the intersection of two arterial roadways. East Parmer Lane is a designated Activity Corridor in the Imagine Austin Comprehensive Plan. The proposed zoning will allow for uses that will serve local residential neighborhood area and community wide needs in the City.

The applicant agrees with the staff's recommendation.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	GR, LR-CO	Undeveloped
<i>North</i>	LI-PDA	Undeveloped Tracts
<i>South</i>	GR, MF-2-CO	General Retail Sales-Convenience (Walgreens), Undeveloped Tract, Office (Texas Department of Motor Vehicles)
<i>East</i>	SF-2, MF-2-CO	Single-Family Residential Neighborhood (Harris Ridge), Multi-family Residential (Settler's Ridge Apartments)
<i>West</i>	LI-PDA	Undeveloped Tracts

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:

Austin Heritage Tree Foundation
Austin Neighborhoods Council
Bike Austin
Copperfield Neighborhood Organization (CNO)
Friends of Austin Neighborhoods
Harris Glenn Homeowners Association
Harris Ridge Homeowners Association
Harris Ridge Phase IV
Homeless Neighborhood Association
Pflugerville Independent School District
North Growth Corridor Alliance
SELTEXAS
Sierra Club, Austin Regional Group

Techridge Neighbors
Yager Planning Area

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2007-0103 (Del Cerro: 13700 Dessau Road)	SF-2-CO, GR-MU, GR to MF-3	8/21/07: Approved staff's recommendation of MF-3 zoning by consent (7-0, K. Jackson-absent)	9/27/07: Granted MF-3 zoning by consent (6-0; B. Dunkerley-absent); all 3 readings
C14-2007-0087 (Vina Plaza: 12801 Harris Ridge Boulevard)	RR to GR	<p>10/16/07: Approved staff rec. of LR-CO zoning, with a CO that will require a 25-foot undisturbed vegetative buffer along the northeast and eastern property lines of the site to provide separation between the proposed commercial uses and the established residential neighborhood (existing SF-2 zoning) located the north and east and a public RC for the conditions of the TIA. The Commission added the following conditions: 1) There will be a 50-foot building setback from the north and east (SF-2 zoned) property lines. 2) No parking spaces will be permitted with the area 50-feet from the east/ SF-2 zoned property line. The applicant will construct a 6-foot masonry fence along the north and eastern SF-2 zoned property lines. 3) There will be a 30-foot height limit on the site 64-feet from the SF-2 zoned property lines. 4) The applicant will provide a bio-filtration pond instead of a sand filtration system on the site for the proposed development. 5) The following uses will be prohibited: Plant Nursery, Service Station and Urban Farm.</p> <p>Vote: (6-0, J. Gohil and C. Hammond-absent); K. Jackson-1st, S. Hale-2nd</p>	<p>11/01/07: Approved GR zoning on 1st reading, leaving the public hearing open and requesting that the item be placed on the November 8, 2007 agenda (6-0, Wynn-absent); Martinez-1st, McCracken-2nd.</p> <p>11/08/07: Approved LR-CO zoning with the following conditions: 1) Construction of a solid wood fence with masonry columns, buffers as recommended by the Zoning and Platting Commission, 2) Two access points on Harris Ridge Boulevard - one with a thirty foot driveway and one with a twenty-six foot driveway that must be constructed prior to approval of the site plan. (7-0); M. Martinez-1st, B. McCracken-2nd</p>
C14-04-0127 (Wright Subdivision: 1624 East Howard Lane)	GR-CO to GR	10/19/04: Approved staff's recommendation of GR-CO zoning by consent (9-0)	11/18/04: Granted GR-CO (7-0); all 3 readings

C14-04-0056 (Fish Tract: 13600-14224 Dessau Road)	I-RR to SF-2, SF-6, MF-3 and CS	11/02/04: Approved staff's recommendation of SF-2-CO, SF-6, MF-3, LR, LR-MU, GR, GR-MU zoning by consent (9-0)	12/16/04: Granted SF-2-CO, SF- 6, MF-3, LR-MU, GR and GR- MU on all 3 readings (7-0)
C14-03-0001 (Cornerstone Baptist Church: 1300 Dessau Road)	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 dais)	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 dais)	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: C14-95-0183(RCA) – Current Restrictive Covenant Amendment Case
C8-2007-0151.0A (Ly & Nguyen Subdivision) – Subdivision Case
C14-95-0183 - Previous Zoning Case

ABUTTING STREETS:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Bus Routes
Harris Ridge Blvd.	46'	30'	Arterial	Yes	No	No
Parmer Lane	200'	123'	Arterial	No	No	No

CITY COUNCIL DATE: August 23, 2018

August 30, 2018

September 20, 2018

ORDINANCE READINGS: 1st 8/23/18

ORDINANCE NUMBER:

CASE MANAGER: Sherri Sirwaitis

ACTION: Approved GR-MU zoning, with conditions on 1st reading by consent (11-0)

ACTION: Postponed to September 20, 2018 at the staff's request by consent (11-0), L. Pool-1st, P. Renteria-2nd.

ACTION:

2nd

3rd

PHONE: 512- 974-3057,
sherri.sirwaitis@austintexas.gov

STAFF RECOMMENDATION

The staff's recommendation is to grant GR-MU, Community Commercial-Mixed Use Combining District, zoning.

If the requested zoning is granted, then 10 feet of right-of-way should be dedicated from the existing centerline of Harris Ridge Boulevard through a street deed prior to the 3rd reading of this case at City Council in accordance with the Transportation Plan.

In addition, the staff recommends that the conditions of the Transportation Impact Analysis (TIA) for this case be adopted and placed in a public restrictive covenant prior to the 3rd reading of this case at City Council [Please see TIA Memorandum-Attachment A].

BASIS FOR RECOMMENDATION

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

Community commercial (GR) district is the designation for an office or other commercial use that serves neighborhood and community needs and that generally is accessible from major traffic ways.

The purpose of a mixed use (MU) combining district is to allow office, retail, commercial, and residential uses to be combined in a single development.

2. *Zoning should promote a transition between adjacent and nearby zoning districts, land uses, and development intensities.*

The proposed zoning will provide for a transition from the mixture of residential, office and commercial uses fronting E. Parmer Lane to the less intensive residential uses to the north along Harris Ridge Boulevard (Harris Ridge Neighborhood).

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 GR-MU zoning designation will permit the applicant to develop a mixture of residential, office and commercial uses on this large lot at the intersection of two arterial roadways, Harris Ridge Boulevard and E. Parmer Lane. The Imagine Austin Comprehensive Plan Growth Concept Map designates East Parmer Lane as an Activity Corridor. The proposed zoning will allow for uses that will serve residential needs to the north and east and community needs in this area of the City.

EXISTING CONDITIONS

Site Characteristics

The site in questions is currently undeveloped and moderately vegetated. It is located at the northeast intersection of two arterial roadways, Harris Ridge Boulevard and E. Parmer Lane. The tract of land to the north, across what will be the extension of Josh Ridge Boulevard, is undeveloped. To the east, there is an established single-family residential neighborhood (Harris Ridge Neighborhood) and a multifamily development (Settler's Ridge Apartments). The lots to the south, across E. Parmer Lane

are developed with a general retail convenience use (Walgreen's) and an office use (Texas Department of Motor Vehicles). To the west, there is undeveloped land.

Hill Country Roadway

The site is not within a Hill Country Roadway Corridor.

Comprehensive Planning

This zoning case is located on the northeast side of E. Parmer Lane and Harris Ridge Blvd., on a vacant tract of land that is approximately 14.3 acres in size. The property is not located within the boundaries of a neighborhood planning area. Surrounding land uses includes vacant land to the north and west, single family housing and multifamily apartments to the east, and a variety of commercial uses to the south. The proposed project is mixed use, including: multi-family apartments, a hotel, a movie theater, and a variety of other commercial uses (see chart below)

TRACT ACRES	BLDG SQ.FT.	ZONING	LAND USE
4.79	168 DU	GR-MU	Multi Family Apartments
4.77	120 rooms	GR-MU	Hotel
0.92	10 screens	GR-MU	Movie Theater
0.11	5,000 SF	GR - MU	Fitness Center
0.1	4,310 SF	GR - MU	Drive thru Bank
0.28	12,300 SF	GR-MU	High-turnover sit-down Restaurant
0.23	10,000SF	GR-MU	Fast Food w/ Drive thru

Connectivity

A public sidewalk is available on Harris Ridge Blvd., but not along E. Parmer Road. A public transit stop is located an 11 minute walk from the subject property. The Walkscore for this site is 18/100, meaning almost all errands require a car.

Imagine Austin

The Imagine Austin Growth Concept Map, found in the Imagine Austin Comprehensive Plan identifies this section of E. Parmer Lane as an **Activity Corridor**. Activity corridors are 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. Along many corridors, there will be both large and small redevelopment sites.

The following Imagine Austin policies are taken from Chapter 4 of the IACP, 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 P5.** Create healthy and family-friendly communities through development that includes a mix of land uses and housing types and affords realistic opportunities for transit, bicycle, and pedestrian travel and provides both community gathering spaces, parks and safe outdoor play areas for children.
- **LUT P7.** Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.

Based on the property being located along an Activity Corridor that encourages a variety of neighborhood serving land uses along corridors; and the Imagine Austin policies referenced above that supports mixed use projects to make this area a more complete community, staff believes that this project is supported by the Imagine Austin Comprehensive Plan.

Impervious Cover

The maximum impervious cover allowed 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.

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Walnut Creek Watershed and the Harris Branch Watershed of the Colorado River Basin, and are both classified as Suburban Watersheds by Chapter 25-8 of the City's Land Development Code. The site 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 (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

According to floodplain maps there is a floodplain within 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 512-974-1876. 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.

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.

The site is subject to compatibility standards. Along the **north and east** property lines, the following standards apply:

- No structure may be built within 25 feet of the property line.
- No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- No parking or driveways are allowed within 25 feet of the property line.
- A landscape area at least 25 feet wide is required along the property line. In addition, a fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.

The southern portion of the site falls within the Scenic Roadway Overlay along E. Parmer Lane and is subject to the regulations of *Land Development Code 25-10-6*.

Any new development is subject to Subchapter E. Design Standards and Mixed Use. Additional comments will be made when the site plan is submitted.

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

The Austin Metropolitan Area Transportation Plan calls for a total of **140** feet of right-of-way for **Harris Ridge Boulevard**. If the requested zoning is granted, then 10 feet of right-of-way should be dedicated from the existing centerline of Harris Ridge Boulevard in accordance with the Transportation Plan. [LDC, Sec. 25-6-51 and 25-6-55].* Please see the "ISSUES" section that addresses this initial ROW dedication requirement.

East Parmer Lane is a TxDOT controlled roadway. TxDOT may request the reservation of additional right-of-way in accordance with the Transportation Plan when the site is redeveloped [LDC, Sec. 25-6-51 and 25-6-55].

A traffic impact analysis is required and has been received, however the TIA received was conducted prior to receiving an approved scope from Scott James and has been rejected. Please contact Scott James (Scott.James@austintexas.gov) or myself to discuss the TIA scope. Comments will be provided in a separate memo (Please see Attachment A).

The trip generation under the requested zoning is estimated to be 10,871 trips per day, per the approved TIA Determination Worksheet submitted with this application.

Chad Crager, Urban Trails, Public Works Department and Nathan Wilkes, Bicycle Program, Austin Transportation Department may provide additional comments regarding bicycle and pedestrian connectivity per the Council Resolution No. 20130620-056.

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a ***Wide Curb*** is recommended for ***East Parmer Lane***.

It is recommended to provide sidewalks along both sides of the private drives, streets, and internal circulation routes connecting to the public right-of-way to improve walkability and connectivity. The sidewalk dimensions shall comply with the Transportation Criteria Manual and shall be constructed in accordance with the latest ADA standards.

It is recommended to provide a 15 ft. minimum, midblock, pedestrian access easement from the *north property line to the south property line*; and to provide a 15 ft. minimum, midblock, pedestrian access easement from the *east property line to the west property line*. This will provide connectivity to adjacent right-of-ways and land uses.

It is recommended that ***Josh Ridge Boulevard*** be extended as right-of-way to ***Harris Ridge Boulevard*** through the property in accordance with our Complete Streets Policy Ordinance #20140612-119 for connectivity.

It is recommended to stub out internal drives to the *east* for future connectivity.

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 any water and wastewater utility improvements, offsite main extensions, utility relocations and or abandonments required by the land use. The water and wastewater utility plan must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance. Depending on the development plans submitted, water and or wastewater service extension requests may be required. 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.



MEMORANDUM

TO: Sherri Sirwaitis, Case Manager
Development Services Department

FROM: Mehrnaz Mehraein, P.E. *M.M*
Scott A. James, P.E., PTOE
DSD/Land Use Review-Transportation

DATE: ~~April 12, 2018~~ REVISED September 5, 2018

SUBJECT: Traffic Impact Analysis for Parmer Village
Zoning application C14 – 2016 - 0094

Staff from the Development Services and Austin Transportation Departments have reviewed the Traffic Impact Analysis dated March 6, 2018 for Phase One of the Parmer Village project, submitted by LJA Engineering. The project site is located in the northeast corner of the intersection of Harris Ridge Boulevard and East Parmer Lane in the City of Austin, Travis County, Texas. The applicant is requesting to rezone 15.317 acres of a property from GR to GR-MU to allow for the following land uses:

- Up to 282 residential apartment units;
- 22,264 square feet of specialty retail;
- 7,500 square feet of high-turnover restaurant;
- 16,220 square feet of quality restaurant; and
- A hotel with 123 guest rooms

A total of four (4) access driveways are proposed, with connections to East Parmer Lane, Harris Ridge Boulevard, and Josh Ridge Boulevard. The proposed construction date is 2021.

Surrounding Roadways

Harris Ridge Boulevard is a two lane divided roadway with additional turn lanes at the intersections of Harris Ridge Boulevard and East Parmer Lane. The posted speed limit on Harris Ridge Boulevard is 40 miles per hour (MPH). There are sidewalks and bicycle facilities along both sides of Harris Ridge Boulevard. The City of Austin Bicycle Map rates Harris Ridge Boulevard as a "medium-comfort" Road.

East Howard Lane is a four lane divided arterial roadway with a center left-turn lane at the intersections of East Howard Lane and Harris Ridge Boulevard. East Howard Lane has a posted speed limit of 50 MPH and provides access to IH-35 to the west and Texas State Tollway 130 to the east. There are sidewalks on the south side of East Howard Lane. There are no bicycle facilities on East Howard lane.

Harrisglenn Drive is a four lane undivided minor arterial roadway with the posted speed limit of 40 MPH. Harrisglenn Drive provides access to residential developments between East Parmer Lane and East Howard Lane. There are sidewalks on both sides of Harrisglenn Drive. No bicycle facilities are on Harrisglenn Drive.

Josh Ridge Boulevard is a four lane divided arterial roadway with a posted speed limit of 30 MPH. There are sidewalks on both sides of Josh Ridge Boulevard. The development will extend Josh Ridge Boulevard to the Harris Ridge Boulevard.

East Parmer Lane is a four lane divided arterial roadway with a posted speed limit of 65 MPH. There are sidewalks on both sides of East Parmer Lane. This roadway provides access to IH 35 to the west and Texas State Tollway 130 to the east. The City of Austin Bicycle Map lists East Parmer Lane as a “helpful sidewalks” road.

McCallen Pass is a four lane divided principal arterial roadway with additional turn lanes at the intersection of East Parmer Lane. McCallen Pass has a posted speed limit of 50 MPH. There are sidewalks on both sides of McCallen Pass. The City of Austin Bicycle Map lists McCallen Pass as a “helpful sidewalks” road.

Trip Generation Estimates

Based on the ITE Trip Generation Manual, 9th Edition, as shown in Table 1, the proposed development will generate approximately 7,014 new daily trips per day (vpd) with 311 trips occurring during the AM peak hour, and 624 trips occurring during the PM peak hour.

Table 1 – Estimate of weekday Peak Hour trip generation – Unadjusted								
Land Uses (ITE Code)	Intensity	Daily Trips	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Apartment (220)	282 DU	1,832	28	114	142	112	60	172
Specialty Retail Center (826)	22,264 SF	1,028	-	-	-	43	54	97
Hotel (310)	123 Rooms	728	38	27	65	38	36	74
Quality Restaurant (931)	16,220 SF	2,472	12	11	23	139	68	207
High-Turnover Restaurant (932)	7,500 SF	954	45	36	81	44	30	74
Total Trip Generation		7,014	123	188	311	376	248	624

According to the scoping document, 34 percent PM pass-by traffic reduction for the restaurant land uses was allowed in the analysis. Table 2 summarizes the adjusted weekday trip generation estimates for the project.

Table 2 – Estimate of weekday Peak Hour trip generation – Adjusted								
Land Uses (ITE Code)	Intensity	Daily Trip	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Apartment (220)	282 DU	1,832	28	114	142	112	60	172
Specialty Retail Center (826)	22,264 SF	1,028	-	-	-	43	54	97
Hotel (310)	123 Rooms	728	38	27	65	38	36	74
Quality Restaurant (931)	16,220 SF	2,472	12	11	23	93	45	138
High-Turnover Restaurant (932)	7,500 SF	954	45	36	81	29	20	49
Total Trip Generation		6,918	123	188	311	315	215	530

Data Collection

For this study, weekday AM and PM peak period turning movement counts were collected on Wednesday, May 17, 2017 when public schools were in session.

Trip Distribution

Table 3 below presents how the site generated traffic was assigned to the surrounding public streets. These percentages were used to determine the impact of the project development proposal upon the adjacent roadway network.

Table 3 – Site Trip Distribution		
Direction	Percentage	
	Enter	Exit
Harris Ridge Boulevard	6%	4%
East Howard Lane	18%	20%
Harrisglenn Drive	2%	2%
East Parmer Lane (Northbound)	21%	20%
East Parmer Lane (Southbound)	31%	31%
Tech Ridge Boulevard	14%	11%
Josh Ridge Boulevard	8%	12%
Total	100%	100%

Traffic Analysis Methodology

The following table 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 threshold for acceptable operations for signalized intersections. For intersections where the LOS is projected at "E" or lower, mitigation should be proposed.

Table 4 –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

Table 5 below presents a summary of the analysis for the existing and future 2021 “No Build” conditions. It provides both the calculated estimated delays (in seconds per vehicle) for the AM and PM peak travel periods, and the corresponding LOS rating for each intersection studied for this application:

Table 5 – Intersection Level of Service and Delay								
Intersections	Existing (2017)				2021 No Build			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Harris Ridge Boulevard and East Howard Lane	E	71.9	D	44.1	F	104.1	D	46.5
Harrisglenn Drive and East Parmer Lane	D	54.1	C	34.7	E	64.4	D	49.4
Harrisglenn Drive and Josh Ridge Boulevard	B	11.1	B	10.1	B	11.4	B	10.2
Harris Ridge/Tech Ridge Boulevard and East Parmer Lane	D	52.9	D	51.9	E	68.0	E	72.5
McCallen Pass and East Parmer Lane	F	113.8	F	139.3	F	133.3	F	175.3
Harris Ridge Boulevard and Josh Ridge Boulevard	n/a		n/a		n/a		n/a	

Table 6 below presents a summary of the analysis performed within the TIA, for the future 2021 “Build out” conditions. It presents the calculated estimated delays (in seconds per vehicle) for the AM and PM peak travel periods, and the corresponding LOS rating for each intersection, for both “with” and “without” mitigations.

Table 6- Intersection Level of Service and Delay								
Intersections	2021 Build out W/O mitigations				2021 mitigated			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Harris Ridge Boulevard and East Howard Lane	F	106.0	D	47.9	F	106.0	D	47.9
Harrisglenn Drive and East Parmer Lane	E	57.5	E	69.1	E	57.5	D	52.3
Harrisglenn Drive and Josh Ridge Boulevard	B	11.8	B	10.6	B	11.8	B	10.6
Harris Ridge/Tech Ridge Boulevard and East Parmer Lane	E	79.4	F	85.6	E	65.8	E	73.3
McCallen Pass and East Parmer Lane	F	154.6	F	187.2	F	158.9	F	183.1
Harris Ridge Boulevard and Josh Ridge Boulevard	A	5.1	B	12.6	A	5.1	B	12.6

Summary of Existing Conditions

As presented in the analysis, the traffic operations of the following intersections are affected by this development and background traffic congestion:

Harris Ridge Boulevard and East Howard Lane

The intersection of Harris Ridge Boulevard operates at LOS F during the existing, 'no build' and 'build with no mitigations' conditions under the AM peak hour period. Several movements at this intersection will also operate at unacceptable levels of service with and without the traffic generated by the proposed development under both AM and PM peak hours.

Harrisglenn Drive and East Parmer Lane

The intersection of Harrisglenn Drive and East Parmer Lane operates at LOS E during the PM period for both the 'no build' and 'build with no mitigation' scenarios. Revising the signal timing should improve traffic operations at this intersection.

Harrisglenn Drive and Josh Ridge Boulevard

The intersection of Harrisglenn Drive and Josh Ridge Boulevard is currently a stop controlled T-intersection with stop control on Josh Ridge Boulevard. All movements at this intersection are projected to operate at acceptable levels during all scenarios.

Harris Ridge Boulevard/Tech Ridge Boulevard and East Parmer Lane

The intersection of Harris Ridge Boulevard/Tech Ridge Boulevard and East Parmer Lane operates at LOS E during the "no build" (year 2021) scenario. No improvements are recommended at this intersection in order to improve the level of operation of the acceptable levels.

McCallen Pass and East Parmer Lane

The intersection of McCallen Pass and East Parmer operates at LOS F during all future scenarios. Revisions to the signal timing are recommended to improve the future intersection LOS.

Harris Ridge Boulevard and Josh Ridge Boulevard

The proposed intersection of Harris Ridge Boulevard and Josh Ridge Boulevard will be a stop controlled T-intersection with stop control on Josh Ridge Boulevard. The intersection of Josh Ridge Boulevard and Driveway 4 is shown to operate at acceptable levels during the future scenarios.

Recommended Transportation Improvements

The TIA identified improvements to the surrounding public infrastructure to mitigate the calculated impact to traffic operations as a consequence of this development. The following actions are proposed to offset the consequences of the project:

- 1) Construct a northbound right turn deceleration lane along East Parmer Lane approaching Driveway 1.
- 2) Construct an eastbound right turn deceleration lane along Harris Ridge Boulevard. The proposed right turn deceleration lane shall have 275 feet of storage and a minimum 50 foot taper length.
- 3) Install traffic signal at the intersection of Harris Ridge Boulevard and Josh Ridge Boulevard.
- 4) Adjust signal phasing and timing plans at the following intersections:
 - Harrislglenn Drive and East Parmer Lane
 - Harris Ridge Boulevard and Tech Ridge Boulevard
 - East Parmer Lane and McCallen Pass

Conclusions and Recommendations

Staff recommends approval of this zoning application, subject to the following conditions:

- 1) Prior to the 3rd Reading of City Council, the applicant shall post fiscal to provide for the improvements summarized below:

Table 7 – List of Recommended Improvements			
Location	Improvement	Total Estimated Cost	Developer Share
East Parmer Lane approaching Driveway 1	Construct northbound deceleration lane	\$131,896	\$131,896
Harris Ridge Boulevard approaching Driveway 9	Construct eastbound deceleration lane	\$102,940	\$102,940
Josh Ridge Boulevard Extension	Extend roadway to Harris Ridge Boulevard	\$563,790	\$563,790
Harris Ridge and Josh Ridge	Install Traffic Signal	\$300,000	\$300,000
Harrislglenn and East Parmer Lane	Adjust Signal Timings	\$5,000	\$5,000
Harris Ridge and Tech Ridge	Adjust Signal Timings	\$5,000	\$5,000
East Parmer Lane and McCallen Pass	Adjust Signal Timings	\$5,000	\$5,000
TOTAL		\$1,113,626	\$1,113,626

- 2) 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 March 6,

2018), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.

- 3) The findings and recommendations of this TIA memorandum remain valid until ~~April 12, 2023~~, September 5, 2023, after which a revised TIA or addendum may be required.



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