

SP97-0219C

BURLINGTON CT

BELL AVE

TWEED CT

CONRAD RD

Summit Oaks Neighborhood

Rezoning

LO-2005

LO-CO

77-098

SP95-121

RS-039

SP-99-2220C

SP-99-2220C

77-98

LO

SP-99-2220C

77-098

77-095

RESEARCH NB TO RIATA TRAC RAMP

LO-CO

CAR WASH

PAWN SHOP

RZ-99-205

CS RENTAL

GR

RESEARCH BLVD NB

ARABIAN TRL

HAMRICH CT

SF-3

BELL AVE

LO

GR

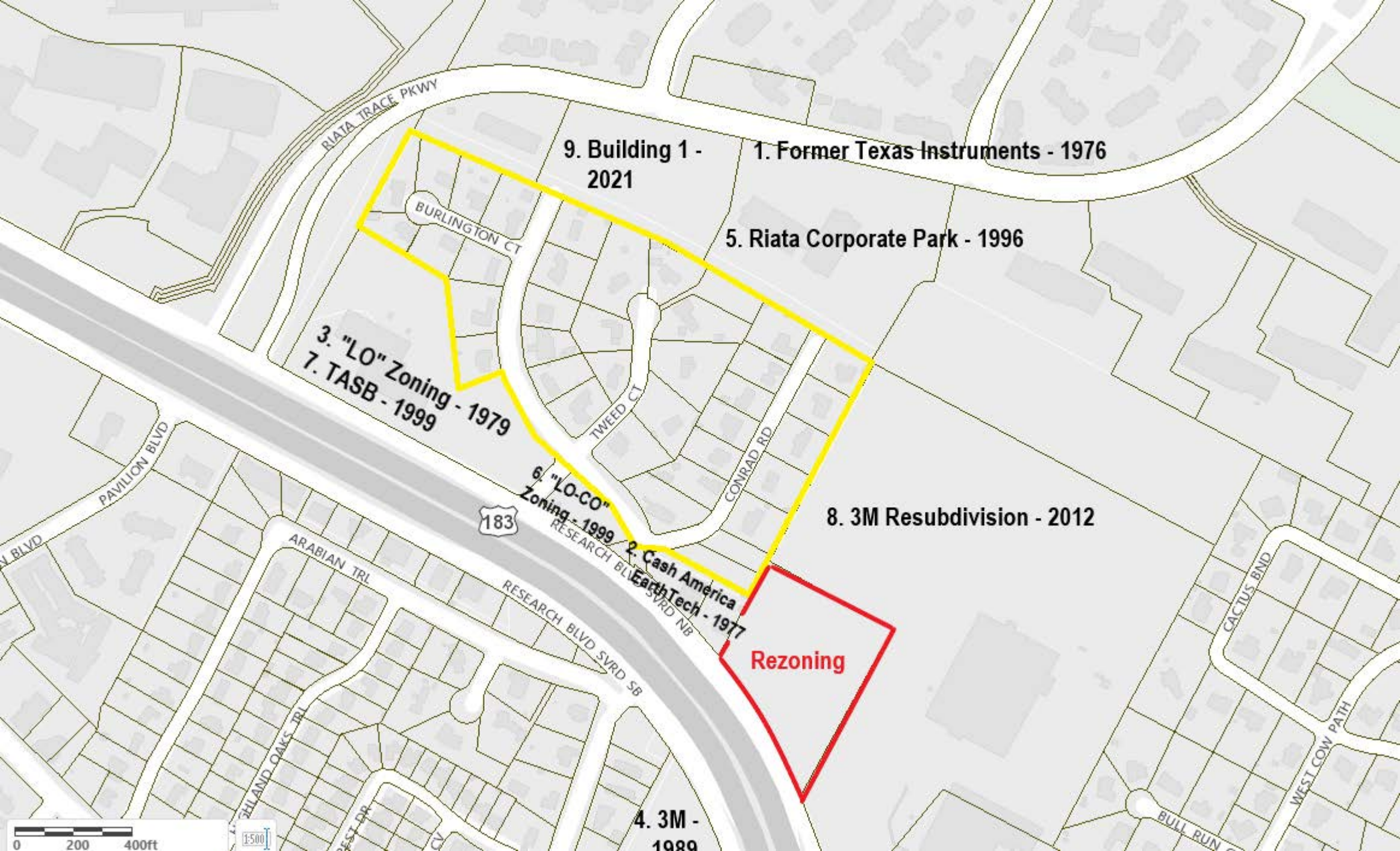
APLEX

79-044

SF-2







9. Building 1 - 2021

1. Former Texas Instruments - 1976

5. Riata Corporate Park - 1996

3. "LO" Zoning - 1979
7. TASB - 1999

6. "LO-CO" Zoning - 1999
2. Cash America EarthTech - 1977

8. 3M Resubdivision - 2012

Rezoning

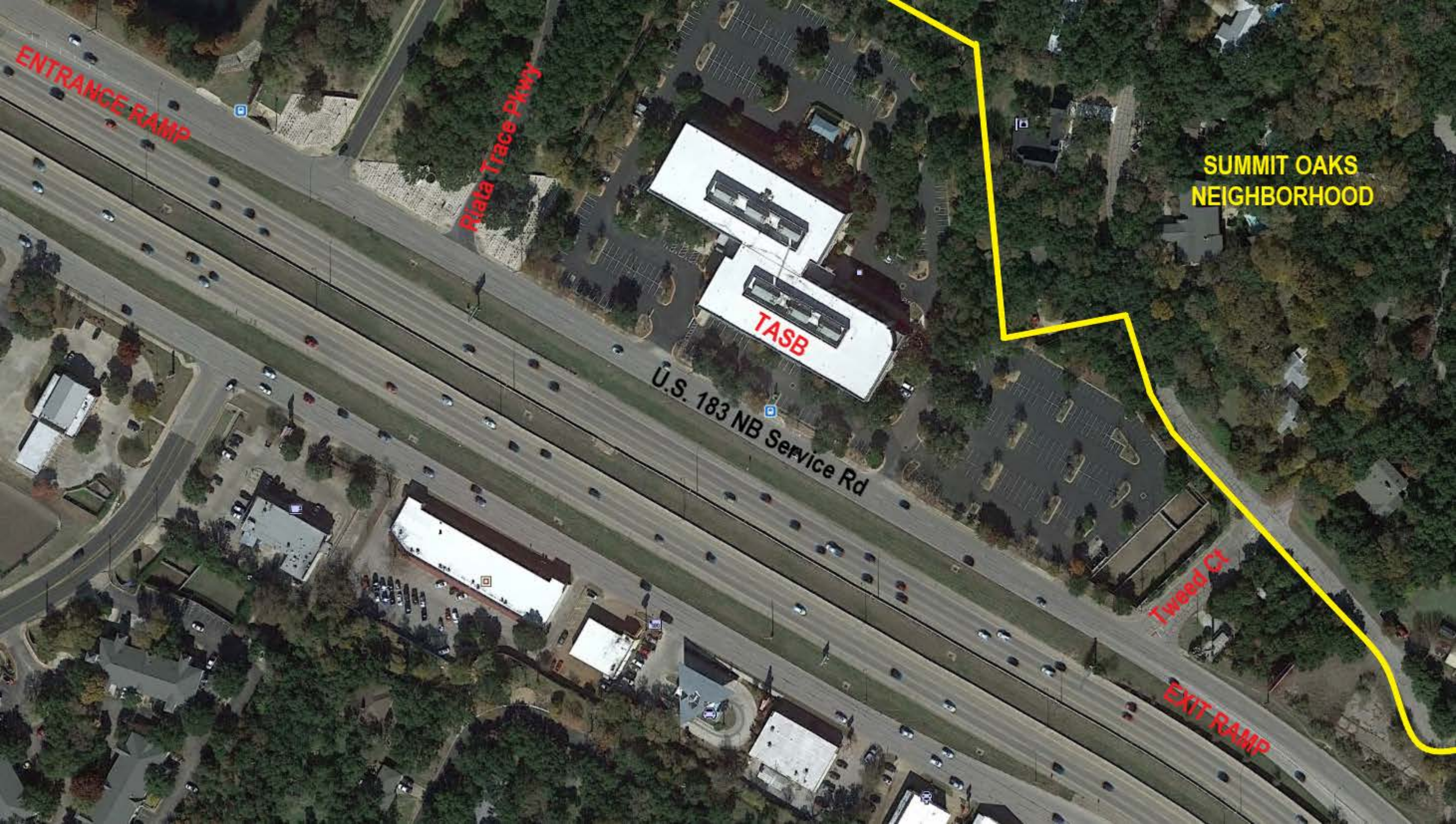
4. 3M - 1989



LEFT
LANE
ENDS

LEFT
LANE
ENDS

3M



ENTRANCE RAMP

Rialta Trace Pkwy

TASB

U.S. 183 NB Service Rd

SUMMIT OAKS
NEIGHBORHOOD

Twined Ct

EXIT RAMP



Texas Association of School Boards

P.O. Box 400 • Austin, Texas 78767-0400 • 512.467.0222

12007 Research Blvd. • Austin, Texas 78759-2439 • www.tasb.org

Serving Texas Schools Since 1949

June 14, 2021

Zoning and Platting Commission
City of Austin

RE: Letter of Opposition to Item B-3, 11705 Research Blvd.; Rezoning Case C14-2020-0146

Dear Commissioners:

We are opposed to the rezoning of 11705 Research Boulevard until there is a plan to solve the serious traffic congestion and safety issues on the adjacent portion of the US Highway 183 NB service road. The headquarters of our organization, the Texas Association of School Boards, Inc. (TASB), is located just 0.3 miles northbound from the subject property, adjacent to the same service road. Our employees, tenants, and visitors already have a difficult time safely entering and exiting the parking lot with the high traffic volumes and crossing three lanes of traffic to get onto the on-ramp for the highway, and this situation will worsen if the proposed rezoning were approved.

In 1990, the City Council approved the rezoning of the property to LI-CO, with conditions that reflected traffic concerns at that time. Now, nearly 30 years later, those concerns are substantially worse, and yet the applicant is requesting to lift much of the conditional overlay even though the population of the metropolitan area has increased from 846,227 in 1990 to 2,295,303 as of 2020.

To summarize our concerns:

1. The General Warehousing and Distribution, Equipment Sales, and Equipment Repair Services uses should be prohibited on the entire property, since these uses would likely increase the volume of large trucks on the frontage road.
2. The projected traffic from the redevelopment of the larger overall 3M property is 16,136 trips per day. Because the property is just one portion of the overall 3M property, a decision on the proposed rezoning should consider the impact of the redevelopment of the entire 3M property, and there should be increased protections against traffic issues—not fewer.
3. The conditional overlay setting a maximum height of 40 feet should remain in place; otherwise there could be a more intensive development, which would further exacerbate the traffic issues.
4. We have seen no plan that would actually address the traffic issues, and the rezoning should be denied until there is a proven solution that is required to be implemented.

Thank you for your consideration.

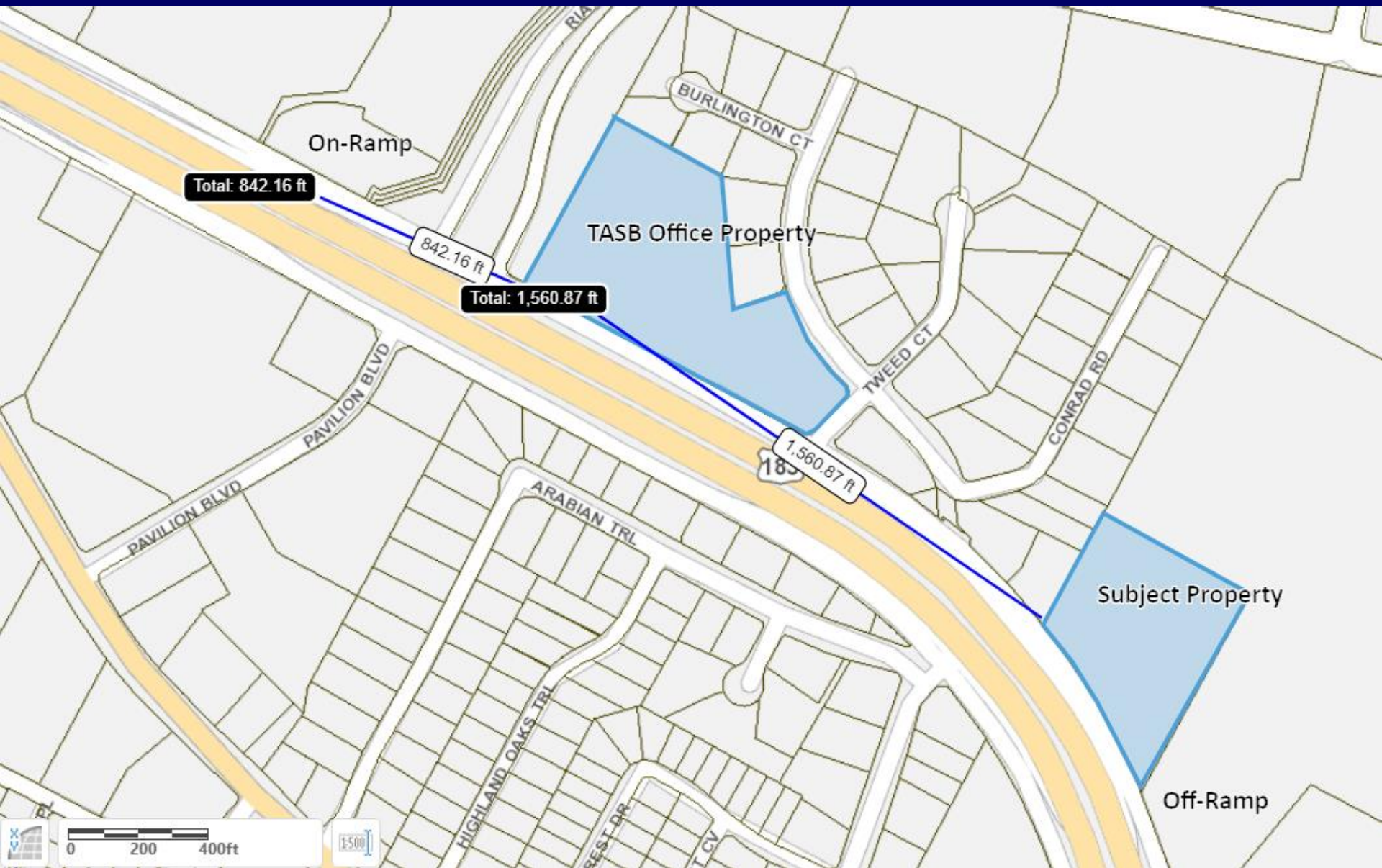
Sincerely,

James. B. Crow
Executive Director

Concerns Regarding the Proposed Rezoning of a Portion of the 3M Property 11705 Research Blvd. (C14-2020-0146)

The Zoning and Platting Commission
June 15, 2021
Item B-3

Micah King (Husch Blackwell LLP) for
The Texas Association of School Boards



Unadjusted Trip Generation Summary Upon Rezoning: *16,136 Trips Per Day* for the Planned Redevelopment of the Entire 3M Property

UNADJUSTED TRIP GENERATION SUMMARY - APPROVED ZONING LAND USE MIX

Phase	Build Year	ITE Code	Land Use	Size		24-Hour Daily Volume	AM Peak Hour			PM Peak Hour		
							Enter	Exit	Total	Enter	Exit	Total
EXISTING												
-	-	710	General Office	201,645	s.f.	2,095	186	30	216	36	186	222
TOTAL EXISTING				201,645	s.f.	2,095	186	30	216	36	186	222
PROPOSED												
1	2022	710	General Office	271,739	s.f.	2,657	224	36	260	43	227	270
2	2023	710	General Office	271,739	s.f.	2,657	224	36	260	43	227	270
3	2024	710	General Office	271,739	s.f.	2,657	224	36	260	43	227	270
4	2025	710	General Office	271,739	s.f.	2,657	224	36	260	43	227	270
5	2026	710	General Office	217,391	s.f.	2,126	179	29	208	35	182	216
6	2027	710	General Office	217,391	s.f.	2,126	179	29	208	35	182	216
7	2028	820	Retail	10,000	sf	1,256	97	60	157	48	51	99
TOTAL PROPOSED				1,531,738	s.f.	16,136	1,350	264	1,614	290	1,322	1,612
Net Increase in Trips						14,041	1,165	233	1,398	253	1,136	1,390

The TIA Report Dated Dec. 17, 2020: A Driveway Is Planned to be Installed Just Before the Driveway for the TASB Office Property.

US 183 NBFR & Driveway A (Node 10):

This proposed driveway intersection will be stop control along Driveway A and free movement along US 183 NBFR. Although, the threshold for right turn deceleration lane is met at this driveway location as the site trips turning right into the driveway from US 183 NBFR exceed 50 trips, per discussions with TXDOT, a waiver to install the right turn deceleration has been obtained due environmental constraints immediately adjacent to the frontage roadway. There is a protected waterway between the frontage road and property line that cannot be disturbed. *Exhibit 14* in the Appendix of this report provides correspondence with TXDOT and confirmation of waiver for right turn deceleration at this driveway location. No additional improvements are needed at this driveway location

Concerns

- An off-ramp is located immediately before the subject property, and so much of the traffic exiting US Hwy. 183 will be combined with the traffic exiting the 3M property via the frontage road.
- Traffic exiting the subject property via the frontage road must flow past the TASB property, as there are no on-ramps or through streets between the properties.
- TASB employees and visitors would be especially impacted since there can be no traffic signal between the properties.
- The General Warehousing and Distribution, Equipment Sales, and Equipment Repair Services uses should be prohibited on the entire property to reduce truck traffic.
- There needs to be a traffic solution for the properties located between the subject property and the next available on-ramp.
- The conditional overlay setting a max. height of 40' should remain.