SECOND/THIRD READING SUMMARY SHEET

ZONING CASE NUMBER: C14-2013-0044 – Lantana Tract 32

REQUEST:

Approve second and third reading of an ordinance amending City Code Chapter 25-2 by rezoning property locally known as 6401 Rialto Boulevard (Barton Creek Watershed-Barton Springs Zone) from general office-neighborhood plan (GO-NP) combining district zoning to multi-family residence–moderate-high density – conditional overlay – neighborhood plan (MF-4-CO-NP) combining district zoning, with conditions. As approved at First Reading, the Conditional Overlay limits the maximum number of residential units to 450, limits the height of buildings to 60 feet, and specifies setback and density standards reflecting multifamily limited density (MF-1) zoning district standards. The conditional overlay also prohibits vehicle access to Vega Avenue and Southwest Parkway, except for emergency ingress and egress.

Associated with this case is a public Restrictive Covenant Amendment that will require development to comply with an approved TIA, reduces the maximum allowable impervious cover from 35% to 25%, and waives certain entitlements otherwise allowed under the 2001 Stratus Settlement Agreement.

DEPARTMENT COMMENTS:

The Conditional Overlay incorporates the conditions imposed by the City Council at First and Second Readings.

OWNER: Lantana Tract 32, L.P. (John Poston)

APPLICANT: Smith, Robertson, Elliott & Douglas, L.L.P. (David Hartman)

DATE OF FIRST READING: September 26, 2013. Approved multi-family residence–moderate-high density – conditional overlay – neighborhood plan (MF-4-CO-NP) combining district zoning, with conditions on First Reading (7-0).

CITY COUNCIL HEARING DATE: October 3, 2013

ASSIGNED STAFF: Lee Heckman
e-mail: lee.heckman@austintexas.gov

ZONING CHANGE REVIEW SHEET

CASE: C14-2013-0044 Lantana Tract 32 **P.C. DATE:** 08/27/2013; 08/13/2013

ADDRESS: 6401 Rialto Boulevard **AREA:** 46.701 acres

OWNER: Lantana Tract 32, L.P. (John Poston)

APPLICANT: Smith, Robertson, Elliott & Douglas, L.L.P. (David Hartman)

ZONING FROM: GO-NP; General Office-Neighborhood Plan

ZONING TO: MF-4-CO-NP; Multi-Family Residence—Moderate-High Density-Conditional Overlay-Neighborhood Plan

NEIGHBORHOOD PLAN AREA: East Oak Hill (Oak Hill Combined Neighborhood Plan Area)

SUMMARY STAFF RECOMMENDATION

Contingent upon approval of the associated Neighborhood Plan Amendment to change the Future Land Use Map from Office to Multifamily:

To grant MF-4-CO-NP with conditions. Conditions of the CO, or included in a Restrictive Covenant include:

1) Applicable MF-1 standards:
   a. The Property shall be limited to a maximum of 17 units per acre
   b. The Property shall be limited to a maximum number of 450 units
   c. The minimum lot size shall be 8,000 square feet
   d. The minimum lot width shall be 50 feet
   e. The minimum front yard setback shall be 25 feet
   f. The minimum street side setback shall be 15 feet
   g. The minimum interior yard setback shall be 5 feet
   h. The minimum rear yard setback shall be 10 feet
   i. The minimum site area for residential units shall be: 2500 square feet for each efficiency, 3,000 square feet for each one bedroom unit, and 3,500 square feet for each two or more bedroom unit;
2) The maximum height of any structure shall be limited to 60 feet;
3) Access to Vega Avenue and Southwest Parkway shall be prohibited except for emergency access;
4) Development of the Property shall be in compliance with the Heritage Tree Ordinance;
5) Development of the Property shall be in compliance with the Commercial Landscape Ordinance; and
6) A sidewalk shall be provided on Vega Avenue adjacent to the property, but shall be counted as pervious cover.

Prior to consideration of the third reading of the rezoning ordinance, fiscal posting and other terms of the TIA memo (see Exhibit T) shall be met or incorporated into the zoning ordinance conditional overlay or public restrictive covenant, as appropriate.

PLANNING COMMISSION ACTION:

August 27, 2013 Recommend to grant MF-4-CO-NP with conditions as recommended by staff (Consent Motion: R. Hatfied; Second: B. Roark) 8-0 (D. Chimeni: Absent)

August 13, 2013 Postponed at staff request until August 27, 2013

DEPARTMENTAL COMMENTS:

The subject tract is located immediately east of the AMD Lonestar Campus on Southwest Parkway in southwest Austin. This approximately 47-acre tract is bounded by Southwest Parkway to the north, Rialto Boulevard to the west, and Vega Avenue to the east. The property, along with property to the east, south, and north across Southwest Parkway is undeveloped (see Exhibits A). Though not immediately abutting the site, near-proximity land uses include multifamily, general office, commercial and manufacturing uses. Within one-half mile of the site are two schools and single-family residential.

The property, along those to the east, north, and west, is partially within a Hill Country Roadway Corridor; the Corridor has been identified as 1000 feet from each side of the right-of-way of Southwest Parkway. The property is characterized by slopes running west to east and south to north; the property sits well above Southwest Parkway and Vega Boulevard. The site is heavily treed, but it is unknown to what extent any such trees might be deemed protected. The site is in the Barton Creek Watershed, classified as a Barton Springs Zone Watershed and is the Drinking Water Protection Zone. However, it is not located over the Edwards Aquifer Recharge Zone, and there are no known critical environmental features on site.

This property was originally zoned general office in 1986, following the Oak Hill Study Area activities of 1985. At that time, it was Tract 32, out of 35, and was comprised of 51.5911 acres, out of approximately 818 acres included in the rezoning. It, along with other tracts included in the 1986 rezoning, were each encumbered with public restrictive covenants. A proposed amendment to that restrictive covenant, case C14-85-288.8(RCA), is associated with this rezoning request, and is presented to the Planning Commission and City Council in tandem. The current acreage is less than the 51.5911 acres zoned in 1986, as perimeter property was subsequently acquired for right-of-way for the then Boston Lane (now Southwest Parkway) expansion and extension. Similarly, a neighborhood plan amendment, Case NPA-2013-0025.02, which would amend the Future Land Use Map (FLUM) of the Oak Hill Combined Neighborhood Plan, is associated with this rezoning request, and presented concurrently.

This trio of requests is driven by a desire to develop the property as multifamily housing. Specifically, the request for limited, or conditioned, MF-4, reflects the applicant's desire to cluster buildings on the site so as to minimize building and impervious cover, comply with requirements of the Traffic Impact Analysis, and provide for a development that more closely meets or exceeds current code requirements.

As additional background, a 2001 Settlement Agreement between the City of Austin and Stratus Properties Inc., then owner of the property, applies to this tract (see Exhibit SA). This Agreement resulted from an approved 1984 preliminary plat for the Lantana project, and claims regarding vesting under Chapter 245 Texas Local Government Code. At the time of the preliminary plat, there were some watershed ordinances relating to Barton Springs, but neither the Hill Country Roadway Corridor or Save Our Springs ordinances had been adopted.

The Settlement Agreement provides relief from some requirements of these and other subsequently adopted ordinances that regulate development in this area.

Regarding some of the proposed conditions in the conditional overlay, development in compliance with the heritage tree ordinance and the commercial landscape ordinance both follow from a development agreement that affect the property. Specifically, it is unclear whether properties covered by the Agreement must meet the heritage tree ordinance requirements, or simply that a tree survey is required only at site development permitting. The applicant has proposed compliance with heritage tree protection ordinance(s) and staff recommends it. Similarly, compliance with commercial landscape ordinances is offered as a means to clarify and exceed the requirements of the Agreement. The Agreement requires compliance with landscape provisions of the Hill Country Ordinance, but this would only apply to the first 1000 feet along Southwest Parkway. The intent of this condition is to provide better landscaping throughout the entire project.

The proposal to limit access to Vega Avenue was driven by an agreement with neighborhood stakeholders involving safety concerns; limiting access to Southwest Parkway reflects natural topography, in terms of the steep slopes along the Parkway that would make an entry point dangerously sloped and nearly invisible. Vega Avenue extends from Southwest Parkway and splits to Vega Avenue, which now connects to William Cannon to the west, and Patton Ranch Road to the south. That portion of Vega connecting to William Cannon was recently constructed with four lanes, divided. In contrast, Vega to the north and the Patton Ranch connection to the south, is a winding, hilly, road without lane markings, curbs, or sidewalks. The primary destination for travelers along Vega Ave/Patton Ranch has been the Oak Hill Elementary School. Neighborhood stakeholder sentiment about the safety of Vega with the nearby elementary school is reflected in comments issued by the local school district (see Exhibit E).

Limiting non-emergency vehicular access to Southwest Parkway and Vega Avenue, in addition to the alleviating safety concerns, also reduces impervious cover, which is not desired in this area. The Traffic Impact Analysis (TIA) prepared for this proposed multifamily use, is based on vehicular access to Rialto Boulevard, even though additional improvement may be required on other roadways.

However, in an effort to promote goals of connectivity, a sidewalk is proposed on Vega Avenue; additionally, a public access easement for a future multi-use trail connection between Rialto and Vega has been proposed. Normally, a sidewalk would not be required of the development along Vega because the development is not taking access to it (save emergency access). More often than not, a sidewalk would be constructed in public right-of-way for new developments such as this.

At the time the applicant was in discussion with neighborhood stakeholders and City staff about the desire to provide the multiuse trail, public access trails were thought to be counted as previous cover by Code. That is not the case. Both the sidewalk along Vega and the multiuse trail are voluntary on the part of the applicant; however, both will count towards the projects impervious cover because, as intimated above, there is no room for a sidewalk on public Vega right-of-way. The provision of the multiuse trail is likely to be an agreement between the applicant and another entity (i.e., not the City), and as such, cannot be considered for any allowance. Staff has agreed to treat the proposed sidewalk on private property as pervious cover.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
Site	GO-NP	Undeveloped
North	GO; DR; LO-CO-NP; 2 Mile ETJ	Southwest Parkway; Undeveloped
South	LO-NP; MF-1-NP; MF-2-NP;	Undeveloped; Multifamily Residential; Medical Office (under construction)
East	LR-MU-NP; GR-CO-NP; MF-1-NP; SF-2-NP	Vega Ave; Undeveloped; Private Educational Facilities; Undeveloped; Single-Family Residential
West	GR-NP; GO-NP; P-NP	Rialto Blvd; Office Campus; Offices; William Cannon Dr; Undeveloped; Open Space/Trails

WATERSHED: Barton Creek Watershed – Barton Springs Zone
AREA STUDY: Oak Hill (1985) / OHCNP (2008) **DESIRED DEVELOPMENT ZONE:** No
TIA: Required and Approved (see Exhibit T)
CAPITOL VIEW CORRIDOR: No **HILL COUNTRY ROADWAY:** Yes *

* The Agreement provides that development in the project will comply with the height, setback, building materials, and landscaping provisions of the Hill Country Roadway requirements, within 1000 feet of Southwest Parkway, as required by the Hill Country Roadway ordinance. Site plans, however, may be reviewed administratively and not by the Land Use Commission as is typical of projects located in a Hill Country Roadway Corridor.

NEIGHBORHOOD ORGANIZATIONS:

Oak Hill Association of Neighborhoods	298
City of Rollingwood	605
Austin Independent School District	742
Oak Hill Combined NPA	779
Save Our Springs Alliance	943
Homeless Neighborhood Organization	1037
League of Bicycling Voters	1075
Austin Parks Foundation	1113
Oak Hill Neighborhood Planning Contact Team	1166
Super Duper Neighborhood Objectors and Appealers Organization	1200
Austin Monorail Project	1224
Sierra Club, Austin Regional Group	1228
The Real Estate Council of Austin, Inc.	1236
Austin Heritage Tree Foundation	1340
Oak Hill Trails Association	1343
SEL Texas	1363
Beyond2ndNature	1409

SCHOOLS:

Austin Independent School District
Oak Hill Elementary School Small Middle School Austin High School

An Educational Impact Statement (see Exhibit E) indicates that the impacts of the project would be minimal to area schools, noting transportation would be provided for secondary and high school students. Transportation would also be provided to elementary school students as continuous sidewalks are non-existent at this time.

ABUTTING STREETS:

Name	ROW	Pave-ment	Class-ification	Side-walks	Bike Route/Plan	Bus	ADT
Southwest Parkway	130'	2 at 36'	6-Lane MAD	No	66; Wide Shoulder	Yes	24,600 (2010)
Rialto Boulevard	80'	40'	Collector	Yes	No	Yes	3,500 (TIA est)
Vega Avenue	Varies	Varies	Collector	No	No	No	3,000 (2010)

ZONING CASE HISTORIES:

NUMBER	REQUEST	LAND USE COMMISSION	CITY COUNCIL
South of Southwest Parkway			
5707 Southwest Parkway (Encino Trace) C14-06-0229	DR to LO and GO	Recommended GO-MU-CO & LO-MU-CO; 06/12/2007	Approved GO-MU-CO; 07/26/2007 (CO limits uses; RC for TIA, IPM Plan, and landscaping)
5811 Southwest Parkway C14-06-0141	LR-CO	Recommended LO-CO; 07/25/2006	Approved LR-CO; 09/28/2006 (CO limits uses, drive-through)
C14-2008-0239	LR-CO to LR-CO	Recommended; 03/06/2009	Approved; 02/26/2009 (CO modified to allow drive-through)
5906-6016 Southwest Parkway C14R-86-077	Approximately 97 acres of DR to GR-CO, GO-CO, LO-CO, MF-1-CO, & SF-6-CO	Recommended; 07/01/1986	Approved; 001/23/1992 (CO limits uses and lists dev. standards)
Southwest Parkway at Vega (St. Andrews High School) C14-96-0161	MF-1-CO to GO-CO & LO-CO to GO-CO	Recommended; 02/18/1997	Approved 03/27/2007; (CO limits access and lists dev. Standards. RC address discontinuation of school & water quality requirements)
Southwest Parkway at William Cannon			

Lantana C14-87-145	230 Acres, 10 Tracts: MF-1, SF-6, SF-1 & UNZ to MF-2, MF-1, & SF-2	Recommended MF-2 & SF-2 w/conditions; 11/03/1987	Approved MF-1, MF-2, & SF-2; 08/16/1990 (RC specifies density and unit maximum)
Lantana Phase III C14-92-0141	From CH, GO, GR and LO to SF-2	Recommended SF-2 w/conditions; 01/19/1993	Ind. PP; 02/04/1993; Withdrawn
C14-92-0142	From CS, GR, LR, MF-2 and SF-1 to SF-2 to & SF-6.	Recommended SF-2 & SF-6 w/conditions; 01/19/1993	Ind. PP; 02/04/1993; Withdrawn
Lantana C14-94-0145 & C14-94-0146		Ind. PP; 01/24/1995 Expired N/A	N/A
Rialto at Weir Hills C14-94-0113	CS to MF-2 & RR	Recommended; 09/20/1994	Approved MF-2-CO and RR; 01/04/96 (CO limits MF units; RC addresses herbicides, landscaping, & green building)
W William Cannon C14-99-2081	I-RR to RR	Recommended; 11/16/1999	Approved; 12/16/1999
W William Cannon C14-99-2082	I-RR to RR	Recommended; 11/16/1999	Approved; 12/16/1999; Corrected 03/01/2001
North of Southwest Parkway			
Vega at SW Parkway C14-92-0116	DR to GO & GR (as amended)	Recommended GO w/conditions	Ind. PP; 02/25/1993
C14-92-0117	LO& LR to GR & SF-3	Ind. PP 02/02/93	Ind. PP; 02/04/1993
C14-92-0118	DR to GR	Recommended GR w/conditions	Ind. PP; 02/04/1993

The Oak Hill Area Study led to the rezoning of over 800 acres in 1985 (C14-85-288), including the subject tract; this approximately 800-acre area was bounded by US Hwy 290 West, and Circle Drive on the south, Thomas Springs Road and Old Bee Caves Road on the west, an area approximating the alignment of the proposed Boston Lane (now Southwest Parkway) on the north, and Patton Lane and Convict Hill Road (now Vega Lane and Patton Ranch Road) to the east. The rezoning took 35 tracts from Interim RR and Interim SF-2 to CS, LO, GO, LR, GR, MF-1, SF-6, SF-1. Each of the rezoned tracts was accompanied by a public restrictive

covenant specifying site development standards, such as height or impervious cover, or densities, such as the number of residential units or the square feet of commercial uses.

Additionally, the Combined Oak Hill Neighborhood Plan was adopted in 2008; with that, the East Oak Hill Neighborhood was assigned the Neighborhood Plan combining district zoning (in Case C14-2008-0129). This tract was not rezoned as part of the neighborhood planning process, nor was any conditional overlay added.

Lastly, though not a zoning case per se, the 150 acres comprising the current Freescale Campus (formerly Motorola, Inc.) on William Cannon Drive was designated a Planned Development Area and an Industrial District when the property was within the City's ETJ. Ordinance 810611-A includes terms of the site's land uses, development standards, signage, provision of utilities and more.

CITY COUNCIL ACTION:

September 26, 2013	Approved multi-family residence–moderate-high density – conditional overlay – neighborhood plan (MF-4-CO-NP) combining district zoning, with conditions on First Reading (Consent Motion by Council Member Spellman; Seconded by Mayor Pro Tem Cole) 7-0.

ORDINANCE READINGS: 1st 09/26/2013 2nd 3rd
ORDINANCE NUMBER:
CASE MANAGER: Lee Heckman **PHONE:** 974-7604
e-mail address: lee.heckman@austintexas.gov

STAFF RECOMMENDATION **C14-2013-0044**

Contingent upon approval of the associated Neighborhood Plan Amendment to change the Future Land Use Map from Office to Mixed Use:

To grant MF-4-CO-NP. Conditions of the CO or included in a Restrictive Covenant include:

1) Maximum number of residential units shall be 450;
2) With an exception for height, the property shall be developed to MF-1 site development standards, including:
   a. 25' minimum front yard setback;
   b. 45% maximum building coverage; and
   c. Maximum units per acre of 17
3) Access to Vega Avenue and Southwest Parkway shall be prohibited (except for emergency access);
4) Development shall be in compliance with the Heritage Tree Ordinance;
5) Development shall be in compliance with the Commercial Landscape Ordinance;
6) A sidewalk shall be provided on Vega Avenue adjacent to the property, but shall be counted as pervious cover.

Prior to consideration of the third reading of the rezoning ordinance, fiscal posting and other terms of the TIA memo (see Exhibit T) shall be met or incorporated into the zoning ordinance conditional overlay or public restrictive covenant, as appropriate.

BACKGROUND

The current zoning district of General Office (GO) district is the designation for an office or commercial use that serves community and city-wide needs, such as medical or professional offices. A building in a GO district may contain one or more different uses.

The requested Multifamily Residence Moderate-High Density (MF-4) district is intended to accommodate multifamily and group residential use with a maximum density of 36 to 54 units per acre, depending on unit size and mix. Per the district's purpose statement, this district is appropriate for moderate-high density housing in centrally located areas near supporting transportation and commercial facilities, in areas adjoining downtown Austin and major institutional or employment centers, and in other selected areas where moderate-high density multifamily use is desirable.

As proposed by the applicant, the property would be limited to a residential unit maximum of 450 units. The project will adhere to MF-1 density standards of 17 units per acre, but by taking advantage of the additional height and floor-area-ratio offered under MF-4 and designed as a clustered development, the project would leave the majority of the site undisturbed. This in turn would allow the site to be developed well within the impervious cover limits otherwise allowed under the zoning district.

BASIS FOR LAND USE RECOMMENDATION

Zoning changes should promote compatibility with adjacent and nearby uses and should not result in detrimental impacts to the neighborhood character; and

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

The entirety of Southwest Parkway, stretching from MoPac in the east to State Highway 71 in the west, is lightly developed – both in the sense that the majority of property remains in large and undeveloped tracts, and in the sense that properties that developed have done so in a way that is sensitive to the open space Hill Country.

The AMD Lonestar Campus, immediately west of the subject tract and one of two developed GR-zoned properties on Southwest Parkway (the other being the St. Andrews Campus), is an example of such development (see Exhibit A-4). Though allowed 35% impervious cover in the Barton Creek Watershed and 65% in the Williamson Creek Watershed by virtue of a 2001 Agreement between the City of Austin and the property owner, the site was actually developed with approximately 23% and 30% impervious cover respectively.

The subject property similarly has an allowance of 35% impervious cover. However, as proposed the impervious cover would not exceed 25%. If developed as such, staff is of the opinion the development will be in harmony with existing adjacent development and any future development. Given the existing multifamily uses to the far south, office use (under construction) to the south, and potential for office and multifamily uses to the east, staff thinks the proposed multifamily use is compatible with abutting and nearby uses, and can serve as a transition from the well-travelled Southwest Parkway to less developed multifamily and office properties to the south. Given its limited density, staff thinks the proposal furthers the open, Hill Country character along Southwest Parkway, and would certainly not result in detrimental impacts to the area's character

Zoning should promote the goal of environmental protection.

There are relatively few rezoning applications in which this zoning principle is so realized. Granted, the property, given its location in the Barton Creek Watershed – Barton Springs Zone would not be entitled to the maximum 45% impervious cover allowed under MF-1, or even the 70% allowed under MF-4 requested, as it would if the property were in an urban watershed. Under current SOS regulations, the property would be entitled to a maximum of 20% impervious cover.

The property is currently entitled to a maximum of 35% impervious cover, though, because of the existing public restrictive covenant, affirmed by the 2001 Settlement Agreement. As part of the rezoning request, the applicant has proposed to reduce impervious cover to a maximum of 25% - a reduction of nearly thirty percent (28.57%). Clustering the buildings and taking advantage of the height and floor-area-ratio allowed under MF-4 district zoning essentially allows the applicant to leave another 4.7 acres without impervious cover. Thought of in the inverse, as proposed this 47-acre site can accommodate 450 new residential units, with the usual amenities, but still leave nearly 35 acres of the Hill Country undeveloped.

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Zoning should allow for a reasonable use of the property.

The property has been zoned for office use for over twenty years. As evidenced by the lack of a site plan, there has been no attempt to date for development and use of the property as office. The proposed multifamily use, which would be developed under the MF-4 zoning district for purposes of height and floor-area-ratio but with MF-1 standards as relates to setbacks and density, would allow for a reasonable use of the property.

Zoning should be consistent with an adopted study, the Future Land Use Map (FLUM) or an adopted neighborhood plan; and

The rezoning should be consistent with the policies adopted by the City Council or Planning Commission/Zoning and Platting Commission.

A Neighborhood Plan Amendment (NPA) application accompanies this rezoning request (NPA-2013-0025.02). Staff and the Neighborhood Plan Contact Team recommend approval of the Future Land Use Map change from Office to Multifamily. The staff recommendation to rezone the property to MF-4-CO-NP is contingent on the Planning Commission recommending, and City Council approving, the NPA.

Within the Oak Hill Combined Neighborhood Plan, attention was given to the desire to construct pedestrian and bicycle trails that traversed the community and connected to the larger, developing trial network throughout the Austin area. Specifically, the Neighborhood Plan identifies a "Y" at Oak Hill to Barton Creek multi-use trail. At this time, the City has not yet adopted a Trail Master Plan, or similar; consequently, the City does not have the authority to require participation by an applicant in the development of such.

Nevertheless, the applicant, in consultation with the Oak Hill Trails Association and City mobility staff, has identified a key route or section between Rialto on the west and Vega on the east. The applicant has offered to reserve a strip of property along the southern portion of the site for future trail development, and has committed funds to effect its development. Details of this remain to be finalized, but the applicant and the Trails Association (or similar group) will enter into a private restrictive covenant to memorialize this commitment. While private restrictive covenants are beyond the scope of zoning staff review, staff thinks it worth noting in this report because such a trail, and voluntary participation in its development by the applicant, obviously furthers the connectivity goals of the Imagine Austin Comprehensive Plan. Staff expects that prior to third reading of a zoning ordinance, a private restrictive covenant addressing the trail dedication and funding will be drafted and executed by the respective parties.

EXISTING CONDITIONS & REVIEW COMMENTS

Site Characteristics

The site is currently undeveloped. Topographically, the parcel slopes from south to north and west to east; some slopes are relatively steep, and the property as a whole sits above its adjacent boundary streets. The site is heavily treed, but it is unknown at this time whether any trees are protected. Similarly, there are no known environmental features, and no known constraints to development, with the exception the property is located in the Barton Springs Zone. Although currently entitled to a maximum of 35% impervious cover, by virtue of an existing public restrictive covenant and settlement agreement, the applicant has proposed a reduced maximum of 25% impervious cover.

NOTE: Review comments below do not account for the 2001 Stratus Agreement as it pertains to the Property, which may or may not affect specific development standards. Similarly, these comments to not account for any exceptions or other provisions of the Agreement which the applicant has proposed to waive (lh).

PDR Environmental Review

April 17, 2013 (MM)

1) This site is not located over the Edwards Aquifer Recharge Zone. The site is in the Barton Creek Watershed of the Colorado River Basin, which is classified as a Barton Springs Zone (BSZ) Watershed. It is in the Drinking Water Protection Zone. Project applications at the time of this report are subject to the SOS Ordinance that allows 20% impervious cover in the Barton Creek Watershed.

2) Based upon the close proximity of flood plain to the project location, offsite drainage should be calculated to determine whether transition zone exists within the project location.

3) The site is not located within the endangered species survey area.

4) Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

5) Numerous 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.

6) Under current watershed regulations, development or redevelopment on this site will be subject to providing structural sedimentation and filtration basins with increased capture volume and 2 year detention. Runoff from the site is required to comply with pollutant load restrictions as specified in LDC Section 25-8-514.

7) At this time, no information has been provided as to whether this property has any preexisting approvals which would preempt current water quality or Code regulations.

PDR Site Plan Review

April 22, 2013 (DG)

HILL COUNTRY ROADWAY

SP 1. A portion of the site is located within 1,000 feet of Southwest Parkway and within a Hill Country Roadway Corridor. The site is located within the low intensity zone of Southwest Parkway The site may be developed with the following maximum floor-to-area ratio (FAR):

Slope	*Maximum FAR*
0-15%	0.20
15-25%	0.08
25-35%	0.04

SP 2. Except for clearing necessary to provide utilities or site access, a 100 foot vegetative buffer will be required along Southwest Parkway. At least 40% of the site (excluding dedicated right-of-way) must be left in a natural state. The allowable height is as follows: Within 200 feet of Southwest Parkway the maximum height is 28 feet, and beyond 200 feet the maximum height is 60 feet.

SP 3. Prior to the issuance of a building permit for the proposed use, a site plan must be approved by the Planning Commission.

SUBCHAPTER E

SP 4. A site zoned MF-4 base zoning will have to comply with the Exterior Lighting requirements of Subchapter E (Commercial Design Standards).

OPEN SPACE

SP 5. Compliance with open space and pedestrian amenities in Section 2.7 of Subchapter E is required because this site is more than 2 acres. Also having more than 10 units triggers compliance with section 2.7.

PDR Transportation Review

June 5, 2013 (IN)

The transportation review section has reviewed the Traffic Impact Analysis (TIA) for the proposed development and offers the following initial comments:

1. No additional right-of-way is required at this time.

2. The capacity analysis (traffic control and traffic characteristics assumed in the technical portion) needs to be verified by the Austin Transportation Dept. ~ Signals Division. A copy of the TIA has been sent to the traffic engineer and comments will be provided when they are available. For additional information, please contact Brian Craig, P.E., at 974-4061.

3. A detailed cost estimate for all the recommended traffic improvements must be sealed by a professional engineer and will need to be submitted for approval by the City of Austin.

The cost estimate must include all the traffic improvements assumed in the TIA. This site is required to mitigate the traffic generated by the development and must post its pro-rata share of the recommended improvements, forecasted and site plus forecasted, unless the improvement is fully funded. Pro-rata share of any improvements including new signals will be established with the final TIA. Written approval from the Austin Transportation Dept. will be required.

4. Please contact Jason Brecht at TxDOT to obtain scheduling/letting dates/benchmarks to include in the TIA for providing information about the construction project on US 290 from RM 1826 to Joe Tanner Lane.

5. Please revise Figure 2 to include a site plan schematic for this proposed development to identify the location of the two driveways along Rialto Blvd. Please confirm that Driveway B will meet the minimum spacing requirement from the ad

6. Please include a chart for the Lantana 32 Trip Facts to show a comparison between the proposed MF development and the potential General Office project that could be developed under the existing zoning.

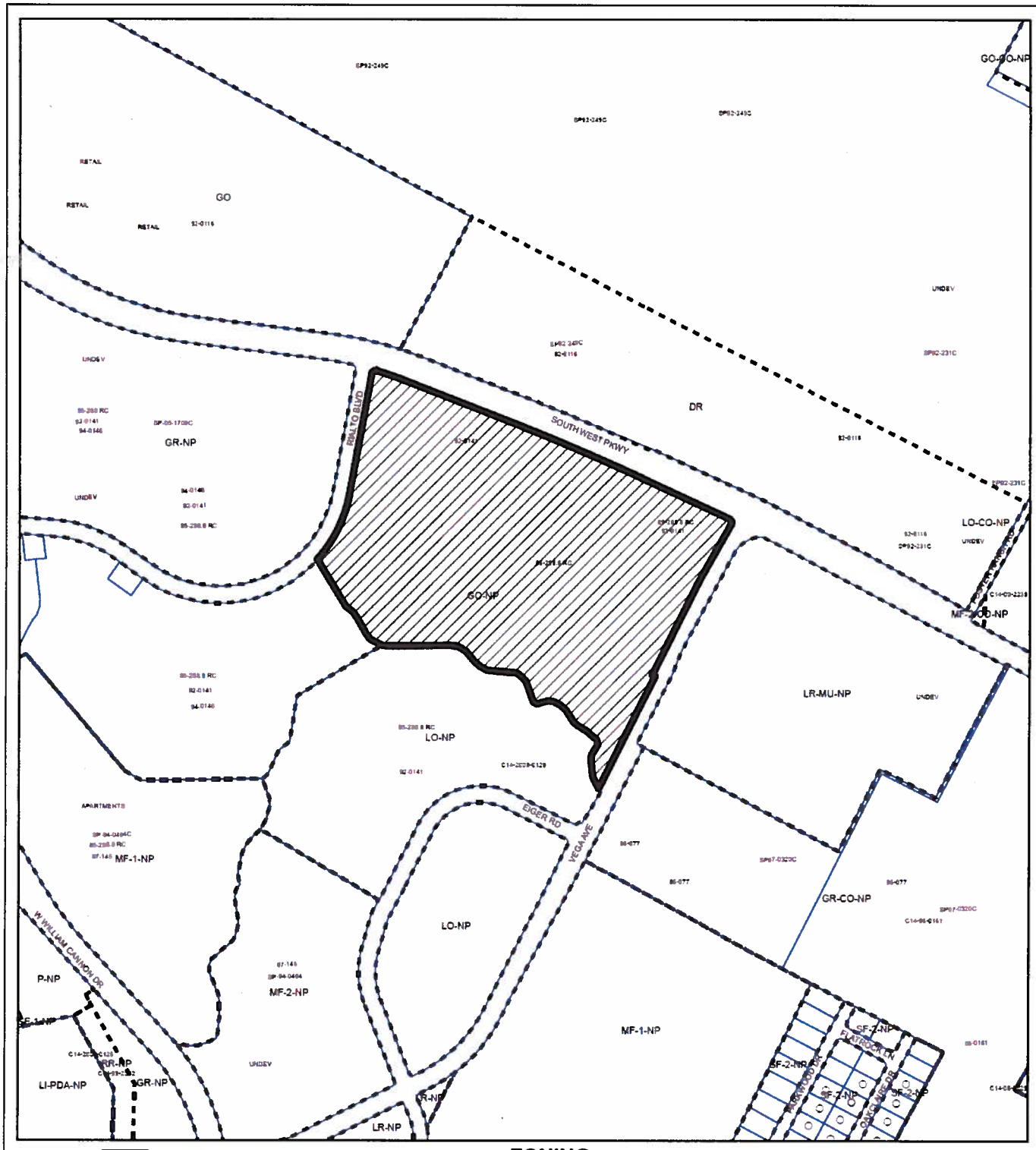
7. Two copies of the final version of the traffic impact analysis incorporating all corrections and additions must be submitted before the first reading of the zoning case is scheduled.

8. Additional comments may be generated as more complete information is received.

Austin Water Utility Review

April 9, 2013 (BB)

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 the Austin Water Utility for compliance with City criteria. 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.



N

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

1 " = 600 '

ZONING

ZONING CASE#: C14-2013-0044

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

CITY OF AUSTIN FOUNDED 1839

Exhibit A

C14-2013-0044 & C14-85-288.8(RCA) / Lantana Tract 32



Imagery: 2012-01

Exhibit A-1
Aerial, Zoning & Jurisdiction

0 300 600 1,200 Feet

1 inch = 600 feet

C14-2013-0044 & C14-85-288.8(RCA) / Lantana Tract 32



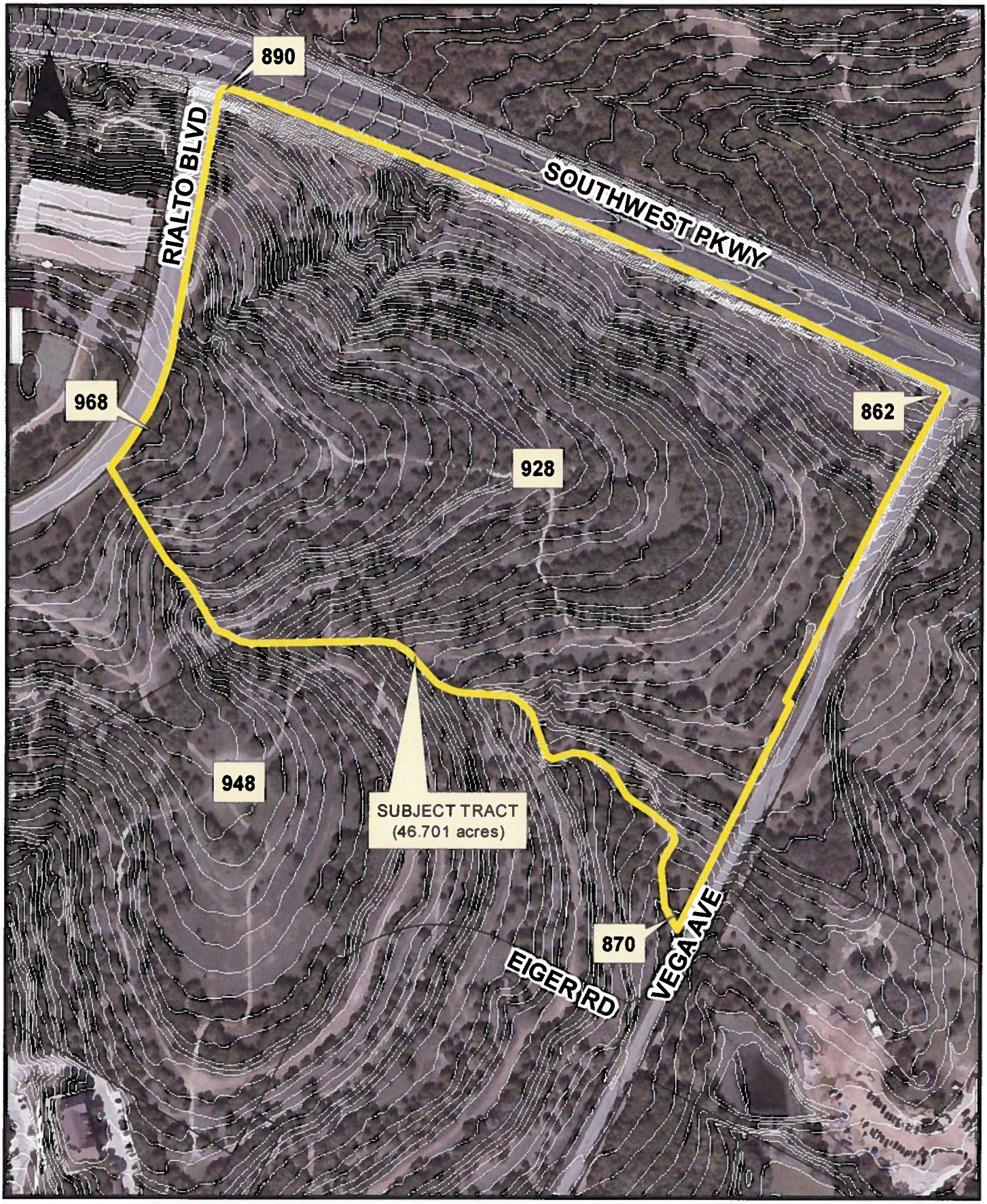
Contour Data: 2 Foot, 2003

Exhibit A-2
Hill Country Roadway
1000' Overlay

0 150 300 600 Feet

1 inch = 300 feet

C14-2013-0044 & C14-85-288.8(RCA) / Lantana Tract 32



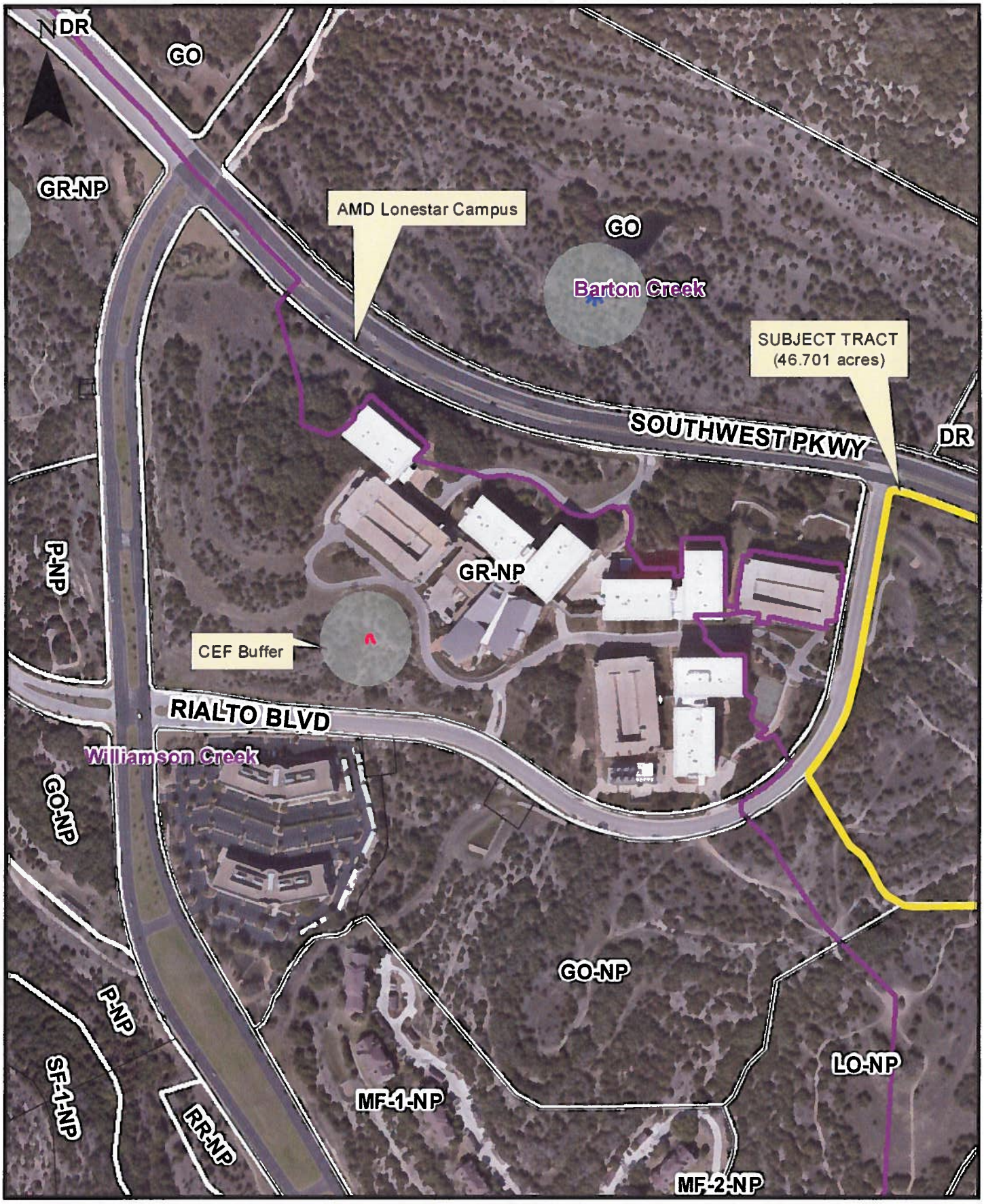
Contour Data: 2 Foot, 2003

Exhibit A-3
Contours & Elevation

0 150 300 600 Feet

1 inch = 300 feet

C14-2013-0044 & C14-85-288.8(RCA) / Lantana Tract 32



Aerial Data: 2012-01

Exhibit A-4
AMD Lonestar Campus & Watershed Boundaries

0 150 300 600 900 Feet

1 inch = 400 feet

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent School District

PROJECT NAME: Lantana Tract 32
ADDRESS/LOCATION: 6401 Rialto Boulevard
CASE #: C14-2013-0044 CITY COUNCIL DATE:

☐ NEW SINGLE FAMILY ☐ DEMOLITION OF MULTIFAMILY
☒ NEW MULTIFAMILY ☐ TAX CREDIT

SF UNITS: STUDENTS PER UNIT ASSUMPTION:
MF UNITS: 450 STUDENTS PER UNIT ASSUMPTION: 0.1

ELEMENTARY SCHOOL: Oak Hill RATING: Exemplary
ADDRESS: 6101 Patton Ranch Road PERMANENT CAPACITY: 773
% QUALIFIED FOR FREE/REDUCED LUNCH: 38.9% MOBILITY RATE: -5.5%

ELEMENTARY SCHOOL STUDENTS	Current Population	5- Year Projected Population	5-Year Projected Population (w/ proposed development)
Number	790	809	831
% of Permanent Capacity	102%	105%	108%

☐ INCREASE
☐ DECREASE
☒ NO IMPACT

MIDDLE SCHOOL: Small RATING: Recognized
ADDRESS: 4801 Monterey Oaks Boulevard PERMANENT CAPACITY: 1,239
% QUALIFIED FOR FREE/REDUCED LUNCH: 40.6% MOBILITY RATE: 19%

MIDDLE SCHOOL STUDENTS	Current Population	5- Year Projected Population	5-Year Projected Population (w/ proposed development)
Number	893	857	867
% of Permanent Capacity	72%	69%	70%

☐ INCREASE
☐ DECREASE
☒ NO IMPACT

HIGH SCHOOL: Austin RATING: Recognized
ADDRESS: 1715 W. Cesar Chavez PERMANENT CAPACITY: 2,205
% QUALIFIED FOR FREE/REDUCED LUNCH: 38.7% MOBILITY RATE: 9%

HIGH SCHOOL STUDENTS	Current Population	5- Year Projected Population	5-Year Projected Population (w/ proposed development)
Number	1,993	2,061	2,074
% of Permanent Capacity	90%	93%	94%

☐ INCREASE
☐ DECREASE
☒ NO IMPACT

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent School District

IMPACT ON SCHOOLS

At a rate of 0.1 students per unit, the 450 unit multifamily development is projected to add approximately 45 students over all grade levels to the current projected student population. It is estimated that of the 45 students, 22 will be assigned to Oak Hill Elementary School, 10 to Small Middle School, and 13 at Austin High School. The existing permanent capacity at the schools will be able to accommodate the additional student population.

Even with the high rate of transfers at Small MS (19%) and Austin HS (9%), the percent of functional capacity (by enrollment) would be within the target range of 75-115%, assuming the number of portables remains constant. Specifically, the functional capacity at Small MS would be 98% and Austin HS would be 100%.

TRANSPORTATION IMPACT

The proposed development is located within two miles of Oak Hill Elementary School; however due to the lack of sidewalks on Vega Boulevard and Southwest Parkway, it is considered a hazardous route for students to walk and transportation would be provided by the district. If adequate sidewalks were built around the parcel (i.e. Rialto Boulevard and Southwest Parkway) and additionally along Vega Avenue to Patton Ranch Road, students would be provided a safe walking route to school.

Transportation would be provided to all secondary students because the proposed development is more than two miles from Small Middle School, and Austin High School.

The number of additional students would not affect current transportation resources, except as a possible small increase to route mileage based on the addition of a stop.

SAFETY IMPACT

There are no known safety impacts at this time.

Date Prepared: 05/13/2013

Director's Signature: Paul Turner

Date: August 21, 2013

To: Lee Heckman, Case Manager

CC: Kathy Smith, P.E., HDR Engineering, Inc.

Reference: Lantana Tract 32 TIA (Zoning Case: C14-2013-0044)

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the Lantana Tract 32 TIA (Zoning Case C14-2013-0044), dated July 29, 2013, prepared by HDR Engineering, Inc., and offers the following comments:

TRIP GENERATION

The Lantana Tract 32 development is a 46.7-acre site located in south Austin at the southeast corner of the intersection at Rialto Boulevard and Southwest Parkway. The property is currently undeveloped and zoned GO-NP. The proposed development is to consist of 450 dwelling units of apartments. The anticipated completion of the project is expected in 2015.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE, Trip Generation, 9th Edition), the proposed development will generate approximately 2,851 unadjusted average daily trips (ADT). Table 1 below shows the detailed unadjusted trip generation for the proposed development:

Table 1. Trip Generation

			AM Peak		PM Peak	
LAND USE	**Size**	**ADT**	**Enter**	**Exit**	**Enter**	**Exit**
Multi-family Apartments (ITE Code 220)	450 DU	2,851	45	179	172	93
Total		**2,851**	**45**	**179**	**172**	**93**

ASSUMPTIONS

1. Background traffic volumes for 2015 included estimated traffic volumes for the following projects:

   McCarty Oaks (SP-2010-0028B)
   Overwatch Phase II (SPC-2010-0096C)
   Ahuja Office and Storage (SP-2011-0145CS)
   Lot 1, Point at Gaines Ranch (SP-2011-0281CS)
   Escondera Section 4 (SP-2012-0003C)
   Encino Trace (SPC-2012-0008C)
   Harper Park Hotel Tract (SP-2012-0118C)
   Lantana Lot 1, Block B (SP-2012-0195C)

2. A 2.5% annual growth rate was assumed for this development.
3. No pass-by reductions were assumed for this development.
4. No internal capture reductions were assumed for this development.
5. No transit use reductions were assumed for this development.

EXISTING AND PLANNED ROADWAYS

US 290 – The Austin Metropolitan Area Transportation Plan (AMATP) classifies US 290 as a four-lane major divided arterial in the site's vicinity area. Based on TxDOT data, the traffic volume for US 290 in 2011, east of William Cannon Drive, was 57,000 vehicles per day (vpd). The AMATP and CAMPO 2035 Mobility Plan recommend upgrading US 290 to a six-lane freeway and it has been identified as a priority project with Federal and State funding. Recent information provided by TxDOT indicates that work has started for various planned intersection improvements which upon completion are expected to improve traffic operations and travel patterns in the area are most likely to change. In addition, the 2009 Bicycle Plan recommends to upgrade Route 450 on US 290, between FM 1826 and Parkwood Drive, to wide shoulders.

Southwest Parkway – This roadway forms the northern boundary of the site. Southwest Parkway is classified as a six-lane divided major arterial in the AMATP from SH 71 to US 290. Based on CAMPO data, the 2011 traffic counts for Southwest Parkway was estimated at 24,600 vpd west of Vega Avenue. Southwest Parkway is classified in the Bicycle Plan as Route 66. Currently, there are no planned improvements to this road in the vicinity of the site.

W. William Cannon Drive – This roadway is classified as a six-lane major divided arterial by the Austin Metropolitan Area Transportation Plan. According to CAMPO data, the 2010 traffic counts for W. William Cannon Drive was 14,300 vpd north of US 290. Currently, there are no recommended improvements to this road in the vicinity of the site. W. William Cannon Drive is classified in the Bicycle Plan as Route 80. The 2009 Bicycle Plan recommends to upgrade Route 80 with dedicated bike lanes along the entire corridor.

Rialto Boulevard – This roadway forms the western boundary of the site. Rialto Boulevard is currently a two-lane undivided roadway. Based on recent peak-hour counts taken by HDR, the traffic volume on Rialto Boulevard is estimated at approximately 3,500 vpd east of W. William Cannon Drive. Currently, there are no planned improvements to this roadway in the vicinity of the site.

Vega Avenue – This roadway forms the eastern boundary of the site. Vega Avenue is currently a four-lane divided road from W. William Cannon Drive to Patton Ranch Road, and narrows to a two-lane undivided road from Patton Ranch Road to Southwest Parkway. Based on CAMPO data, the traffic volume for Vega Avenue in 2010 was 3,000 vehicles per day (vpd) east of W. William Cannon Drive. Currently, there are no planned improvements to this road in the vicinity of the site.

Patton Ranch Road – This roadway is currently a two-lane undivided roadway in the vicinity of the site. Based on CAMPO data, the traffic volume on Patton Ranch Road in 2010 was 1,000 vpd north of US 290. Currently, there is a planned improvement to be completed by 2015 which proposes for Eiger Road to be realigned in order to connect with Patton Ranch Road at Vega Avenue.

INTERSECTION LEVEL OF SERVICE (LOS)

Based on the approved TIA scope for this development, the traffic consultant has analyzed seven (7) intersections, none of which are currently signalized. The projected levels of service assume that all roadway and intersection improvements to be built by others or recommended in the TIA are constructed. Existing and projected levels of service are included in the following Table 2:

Exhibit T - 2

Table 2. Level of Service						
Intersection	2013 Existing		2015 Site + Forecasted With Improvements		2015 Site + Forecasted Without Improvements	
	AM	PM	AM	PM	AM	PM
Rialto Blvd. and Southwest Parkway	A	B	B	B	F	E
Vega Avenue and Southwest Parkway	F	A	-	-	C	B
Vega Avenue and Patton Ranch Rd./Eiger Rd.	A	A	B	B	C	A
W. William Cannon Drive and Vega Avenue	E	A	B	A	F	A
W. William Cannon Drive and Rialto Blvd.	A	B	A	B	C	F
Rialto Blvd. and Private Driveway/Driveway A	A	A	A	A	A	C
Rialto Blvd. and Driveway B			A	A	A	A

(- = NO IMPROVEMENT IS NEEDED)

RECOMMENDATIONS

1) Please see Table 3 for a summary of the traffic improvements recommended with the TIA:

Table 3. Summary of Traffic Improvements	
Intersection	**Recommended improvement**
Rialto Blvd. and Southwest Parkway	Installation of a traffic signal
Vega Avenue and Southwest Parkway	1) Installation of a traffic signal 2) Construct a northbound left-turn/through lane on Vega Avenue
Vega Avenue and Patton Ranch Rd./Eiger Rd.	Conversion of the intersection to all-way stop-control
W. William Cannon Drive and Vega Avenue	Installation of a traffic signal
W. William Cannon Drive and Rialto Blvd.	1) Installation of a traffic signal 2) Striping of the eastbound approach to provide one left-turn lane, one though lane, and one right-turn lane 3) Striping of the westbound approach to provide one left-turn lane, one though lane, and one right-turn lane
Rialto Blvd. and Private Driveway/Driveway A	Striping of a two-way center left-turn lane on Rialto Boulevard in the vicinity of Private Driveway/Driveway A

2) Prior to 3rd Reading of the zoning case, final approval is required from the Austin Transportation Dept. for the cost estimates of the recommended traffic improvements.

3) Prior to 3rd Reading of the zoning case, fiscal is required to be posted based on a pro-rata share of the listed improvements in the TIA.

Exhibit T - 3

4) All driveways should be constructed as recommended in the TIA and in accordance with the Transportation Criteria Manual.

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, traffic distribution, roadway conditions, and other traffic related characteristics.

If you should have any questions or require additional information, please contact me at 974-7649.

Ivan J. Naranjo
Senior Planner ~ Transportation Review Staff
City of Austin – Planning and Development Review Department

Exhibit T - 4