ZONING CHANGE REVIEW SHEET

CASE: C14-2014-0011A & C14-2014-0011B – Garza Ranch

P.C. DATE: June 24, 2014
August 12, 2014
September 9, 2014
October 14, 2014
October 28, 2014
November 12, 2014
December 9, 2014

ADDRESS: 3800 Ben Garza Lane; 3510 – 4003 Ben Garza Lane

DISTRICT AREA: 8

OWNER: Rancho Garza, Ltd.
(Ron White)

AGENT: Cunningham-Allen Inc.
(Jana Rice)

ZONING FROM & TO: GR-MU-CO-NP, to change a condition of zoning

TOTAL AREA: 32.815 acres;
Area covered by C14-2014-0011A – 22.779 acres; C14-2014-0011B – 10.036 acres

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant community commercial – mixed use – conditional overlay – neighborhood plan (GR-MU-CO-NP) combining district zoning. The Conditional Overlay prohibits the following uses: automotive rentals; automotive repair services; automotive sales; automotive washing (of any type); exterminating services; funeral services; pawn shop services and service station.

If the Applicant's request for GR-MU-CO-NP district zoning is granted, then it is recommended that a Restrictive Covenant which includes all recommendations listed in the Traffic Impact Analysis memorandum, dated November 6, 2014, as provided in Attachment A, accompany the zoning change.

PLANNING COMMISSION RECOMMENDATION:

June 24, 2014: *APPROVED A POSTPONEMENT REQUEST BY STAFF TO AUGUST 12, 2014*

[R. HATFIELD; B. ROARK – 2ND] (5-0) J. NORTEY, S. OLIVER; J. STEVENS – ABSENT; 1 VACANCY ON THE COMMISSION

August 12, 2014: *APPROVED A POSTPONEMENT REQUEST BY STAFF TO SEPTEMBER 9, 2014 (8-0)*

[S. OLIVER; N. ZARAGOSA – 2ND] B. ROARK – ABSENT

September 9, 2014: *APPROVED A POSTPONEMENT REQUEST BY STAFF TO OCTOBER 28, 2014*

[S. OLIVER; J. STEVENS – 2ND] (6-0) A. HERNANDEZ, J. NORTEY, L. VARGHESE – ABSENT

NOTE: THIS CASE WAS DIVIDED INTO C14-2014-0011A AND C14-2014-0011B AND RE-NOTIFIED FOR OCTOBER 14, 2014

October 14, 2014: *PULLED – NO ACTION TAKEN; TO BE RE-NOTICED FOR OCTOBER 28, 2014*

October 28, 2014: *APPROVED A POSTPONEMENT REQUEST BY STAFF TO NOVEMBER 12, 2014*

[J. STEVENS; A. HERNANDEZ – 2ND] (8-0) B. ROARK – ABSENT

November 12, 2014: *APPROVED A POSTPONEMENT REQUEST BY THE SAVE OUR SPRINGS ALLIANCE TO DECEMBER 9, 2014*

[N. ZARAGOSA; J. STEVENS – 2ND] (6-2) R. HATFIELD; B. ROARK – NAY; L. VARGHESE – ABSENT

December 9, 2014: *TO DENY GR-MU-CO-NP DISTRICT ZONING*

[N. ZARAGOSA; J. STEVENS – 2ND] (4-1) R. HATFIELD – NAY; A. HERNANDEZ, B. ROARK; J. NORTEY – ABSENT; S. OLIVER – NOT YET ARRIVED
MOTION FAILED

COMMISSIONER R. HATFIELD MADE ANOTHER MOTION TO APPROVE GR-MU-CO-NP DISTRICT ZONING, AS STAFF RECOMMENDED, BUT DID NOT RECEIVE A SECOND

COMMISSION FORWARDED THIS ITEM TO COUNCIL WITHOUT A RECOMMENDATION

ISSUES:

The original rezoning case, C14-2014-0011 has been divided into two cases, in order to account for the unvacated Ben Garza Lane right-of-way.

The Oak Hill Association of Neighborhoods has submitted correspondence in support of the proposed rezoning case. The Save Our Springs Alliance and the Western Oaks Property Owners Association have submitted correspondence in opposition to the proposed rezoning case. All correspondence is located at the back of the Staff packet.

DEPARTMENT COMMENTS:

The subject rezoning area consists of undeveloped land adjacent to un-built right-of-way for Ben Garza Lane and is zoned community commercial – mixed use – conditional overlay –

neighborhood plan (GR-MU-CO-NP) combining district zoning. The area under consideration previously consisted of three rezoning cases approved by Council in May 2007. For each of the three cases, the CO consists of a list of prohibited uses and limits the number of daily vehicle trips to 2,000. The rezoning area is surrounded to the north and east by a small apartment building, undeveloped land (MF-2-CO-NP; DR-NP), to the south by financial services, restaurant uses and food sales uses (GR-CO-NP; GR-NP). Access to the property is taken from the northbound frontage road of MoPac Expressway. Please refer to Exhibits A (Zoning Map) and A-1 (Aerial View).

The Applicant has proposed to change the CO in order to remove the 2,000 daily vehicle trip limit that was approved in 2007. The proposed uses include 566,450 square feet of general office; 87,450 square feet of shopping center; 27,725 square feet of high turnover (sit down) restaurant); and 208 apartment units. Access to the property is proposed via Ben Garza Lane, an unpaved road extending east / west in close proximity to the north side of the property and connects with a paved section of Ben Garza Lane that intersects with Brodie Lane, and also via a driveway near the south property line. An internal driveway will also connect the subject property to the financial services use to the south. Staff supports the removal of the 2,000 daily vehicle trip limit as the traffic impacts from the development described above has been addressed, and will be referenced in a public Restrictive Covenant that covers the conditions of a Traffic Impact Analysis. The list of prohibited uses of the property would remain unchanged.

Staff recommends the Applicant's request for GR-MU-CO-NP district zoning based upon the following: 1) the property's frontage on MoPac Expressway and proximity to its intersection with West William Cannon Drive, as well as existing commercial zoning and uses to the south and east; 2) the conditional overlay will continue to prohibit more intensive GR uses, consistent with that applied to other commercial zoned properties in the general vicinity, 3) a limitation on the number of multi family residential units across the three properties provides an incentive for a non-residential component to occur, and 4) the traffic impacts from the development described above has been addressed, and will be referenced in a public Restrictive Covenant that covers the conditions of a Traffic Impact Analysis.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
Site	GR-MU-CO-NP	Undeveloped
North	MF-2-CO-NP; RR-NP; DR-NP	Undeveloped; Four single family residences
South	GR-CO-NP; GR-NP	Financial services; Restaurants (general and limited); Food sales
East	CS-CO-NP	Apartments; Construction sales and services
West	N/A	MoPac Expressway

NEIGHBORHOOD PLANNING AREA: Oak Hill NPA (East Oak Hill) **TIA:** Is required – Please refer to Attachment A

WATERSHED: Williamson Creek – Barton Springs Zone – Recharge Zone **DESIRED DEVELOPMENT ZONE:** No

CAPITOL VIEW CORRIDOR: No **SCENIC ROADWAY:** Yes, MoPac Expy

NEIGHBORHOOD ORGANIZATIONS:

298 – Oak Hill Association of Neighborhoods
384 – Save Barton Spring Association
627 – Onion Creek Homeowners Association
742 – Austin Independent School District
779 – Oak Hill Neighborhood Plan COA Liaison
943 – Save Our Springs Alliance
1037 – Homeless Neighborhood Association
1075 – Bike Austin
1166 – Oak Hill Neighborhood Planning Contact Team
1224 – Austin Monorail Project
1228 – Sierra Club, Austin Regional Group
1230 – Western Oaks Property Owners Association
1340 – Austin Heritage Tree Foundation
1343 – Oak Hill Trails Association
1363 – SEL Texas
1424 – Preservation Austin

SCHOOLS:
An Educational Impact Statement is required. Please refer to Attachment B.
Sunset Valley Elementary School
Patton Elementary School
Covington Middle School
Crockett High School

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-06-0137 – CVS William Cannon – 4001 W William Cannon Dr	LO-CO to LR	To Grant LR-CO with CO for 2,000 trips and 50' undisturbed vegetative buffer along the east property line	Approved LR-CO as Commission recommended (9-28-06).
C14-05-0196 A & B – Lowe's on Brodie – Brodie Ln at Ben Garza Ln	I-RR to CS-CO	To Grant CS-CO with CO for list of prohibited and conditional uses	Approved CS-CO as Commission recommended (12-15-05).
C14-96-0139 – M-Tract – HEB Grocery – 1500' from Brodie at William Cannon, N Side	LI-PDA to GR	To Grant GR with conditions in a Restrictive Covenant	Approved GR (4-24-97).
C14-93-0042 – Garza Ranch Block E – S MoPac Expy NB	LR to MF-2	To Grant MF-2-CO	Withdrawn by the Applicant
C14-88-0068 –	DR; SF-2 to GR;	To Grant with	Approved RR; MF-2-

Garza Place – Intersection of MoPac Expy and William Cannon Dr	MF-2; P (for r-o-w)	conditions	CO; LO-CO; GR-CO. Conditional Overlays pertain to permitted uses, fence, buffer, access, F.A.R. and number of dwelling units. Restrictive Covenant for hours of operation, and conditions for gas station storage sites (3-9-89).

RELATED CASES:

The southwest corner of the property is platted as Tract A of Garza Place Section 1, a subdivision that was recorded in September 1968 (C8-64-065). The west portion of the property is platted as Lot 1, Block E Garza Ranch, a subdivision recorded in September 1991 (C8-91-0019.0A).

The area covered by the subject two rezoning cases was previously zoned GR-MU-CO-NP by three rezoning cases approved by Council on May 3, 2007 (C14-06-0181 – McComis Estate; C14-06-0197 – McComis Estate / Garza Estate; and C14-06-0199 – Garza Estate). On each case, the CO prohibits automotive rentals, automotive repair services, automotive sales, automotive washing (of any type), exterminating services, funeral services, pawn shop services and service station, and also limits the number of vehicle trips to 2,000 per day. A Restrictive Covenant across all three cases limits the number of units in stand-alone multi-family structures to 450. The rezoning area was included within the East Oak Hill Neighborhood Plan Area rezoning case. The base district of the subject property did not change, and the NP combining district was added (C14-2009-0128).

An ordinance to the Garza Ranch was also approved by Council (Ordinance No. 20130926-051).

A request to vacate the Ben Garza Lane right-of-way which separates the two rezoning cases is also in process (Case No. 9357-1404).

ABUTTING STREETS:

NAME	ROW	PAVEMENT	CLASSIFICATION	BICYCLE PLAN	CAPITAL METRO	SIDEWALKS
South MoPac Expressway	400'	Varies	Arterial	No	No **	No
Ben Garza Lane	70'	Not Constructed*	Collector	No	No **	No

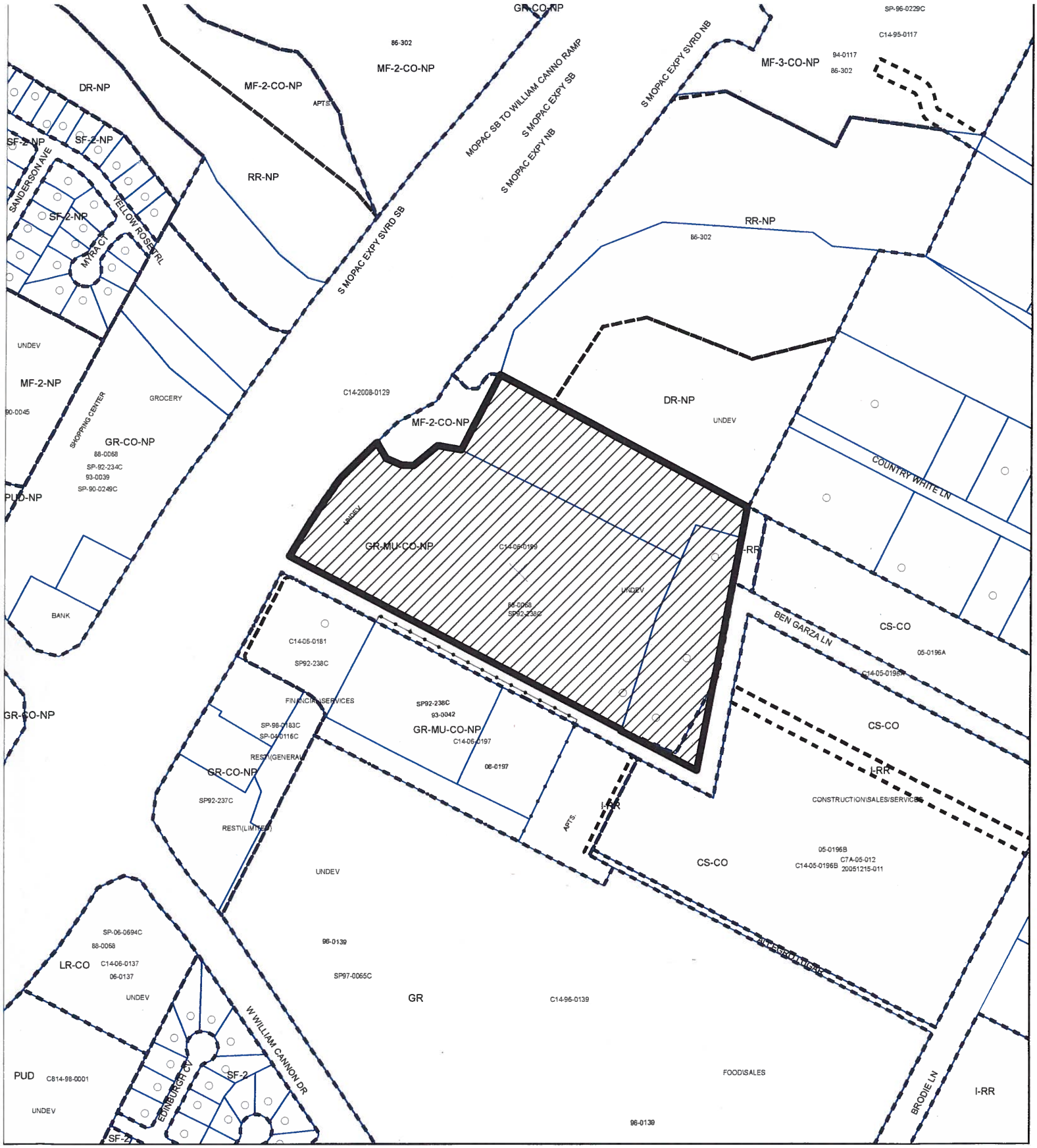
*Currently Ben Garza is constructed from Brodie Lane west 1,200'. Ben Garza is not constructed where it abuts this property.

**Capital Metro bus service is not available within 1/4 mile of this property.

CITY COUNCIL DATE:	August 28, 2014	**ACTION:** Approved a Postponement request by Staff to September 25, 2014 (7-0).
	September 25, 2014	Approved a Postponement request by Staff to October 23, 2014 (7-0).
	October 23, 2014	Not on the agenda due to a delay in mail-out notification; Case re-noticed for November 6, 2014.
	November 6, 2014	Approved a Postponement request by Staff to November 20, 2014 (6-0) Council Member Spelman was off the dais.
	November 20, 2014	Approved a Postponement request by Staff to December 11, 2014 (7-0).
	December 11, 2014	Approved a Postponement request to January 29, 2015 by the Save Our Springs Alliance, Save Barton Creek Association and the Sierra Club (5-2, Mayor Leffingwell, Council Member Martinez voted nay).
	January 29, 2015	Approved a Postponement request by Staff to February 12, 2015 (11-0).
	February 12, 2015	

ORDINANCE READINGS: 1st 2nd 3rd
ORDINANCE NUMBER:

CASE MANAGER: Wendy Rhoades **PHONE:** 512-974-7719
e-mail: wendy.rhoades@austintexas.gov



N

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

1 " = 400 '

ZONING

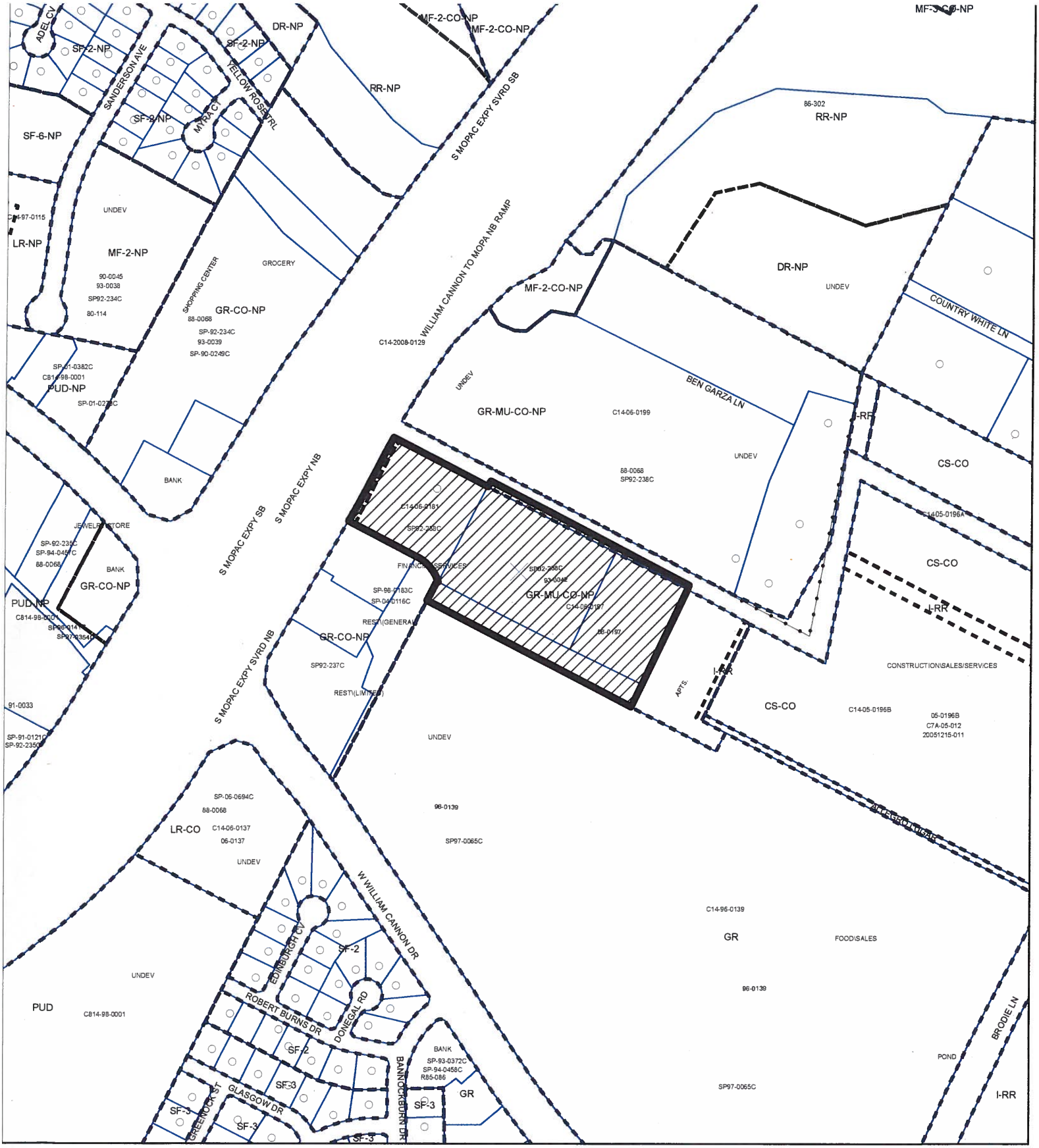
Exhibit A

ZONING CASE#: C14-2014-0011A

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



N

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

1 " = 400 '

ZONING

ZONING CASE#: C14-2014-0011B

Exhibit B

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

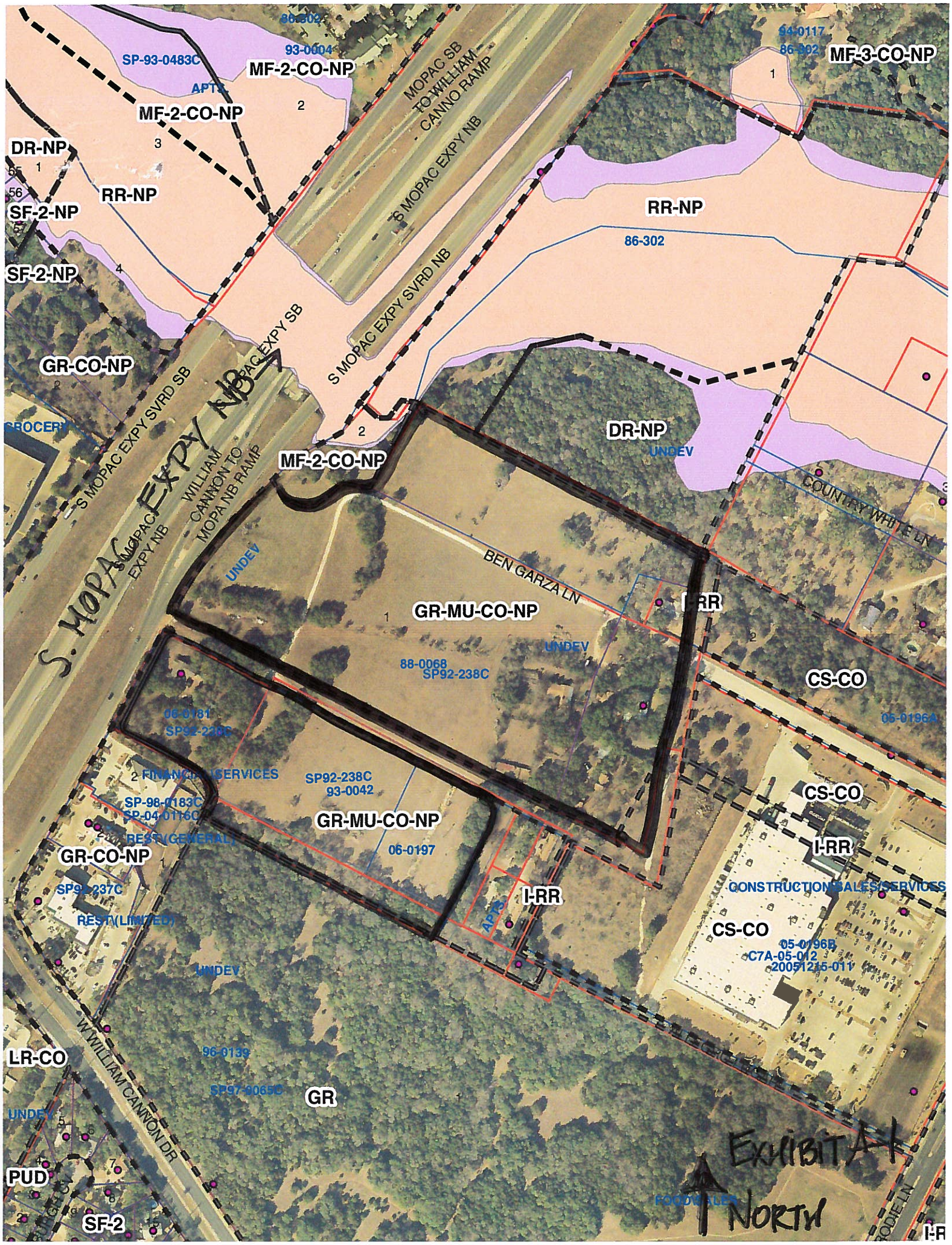

86-302
93-0004
SP-93-0483C
APTS
MF-2-CO-NP
MF-2-CO-NP
MOPAC SB TO WILLIAM CANNO RAMP
S MOPAC EXPY NB
94-0117
86-302
MF-3-CO-NP
DR-NP
RR-NP
SF-2-NP
SF-2-NP
RR-NP
86-302
S MOPAC EXPY SVRD NB
S MOPAC EXPY SB
GR-CO-NP
S MOPAC EXPY SVRD SB
S. MOPAC EXPY NB
GROCERY
WILLIAM CANNON TO MOPA NB RAMP
MF-2-CO-NP
DR-NP
UNDEV
COUNTRY WHITE LN
UNDEV
BEN GARZA LN
GR-MU-CO-NP
I-RR
UNDEV
88-0068
SP92-238C
CS-CO
06-0181
SP92-238C
05-0196A
FINANCIAL SERVICES
SP92-238C
93-0042
SP-98-0183C
SP-04-0116C
GR-MU-CO-NP
CS-CO
REST(GENERAL)
06-0197
I-RR
GR-CO-NP
SP92-237C
I-RR
CONSTRUCTION SALES/SERVICES
REST(LIMITED)
APTS
CS-CO
05-0196B
C7A-05-012
20051215-011
UNDEV
W WILLIAM CANNON DR
LR-CO
96-0139
SP97-0065C
GR
UNDEV
PUD
SF-2
FOOD SALES
I-R
EXHIBIT A-1
NORTH

FIGURE 2

CONCEPTUAL SITE PLAN
(Subject to Change)

(X) **Site Driveway**

Date: November 6, 2014

To: Wendy Rhoades, Case Manager

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

Reference: Garza Ranch TIA (Zoning Case: C14-2014-0011)

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the Garza Ranch (Zoning Case C14-2014-0011), dated November 6, 2014, prepared by HDR Engineering, Inc., and offers the following comments:

TRIP GENERATION

The Garza Ranch development is a 34.62-acre site located in southwest Austin on the east side of the Mopac Expressway NB Frontage Road just north of William Cannon Drive.

The property currently consists of single-family, detached houses and is zoned GR-MU-CO-NP. The proposed development is to consist of 566,450 SF of general office building, 27,725 SF of high turnover (sit-down) restaurant, 87,450 SF of shopping center, and 208 apartment dwelling units. The estimated completion of the project is expected in the year 2017.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE, Trip Generation, 9th Edition), the development will generate approximately 16,204 unadjusted average daily trips (ADT). The table below shows the unadjusted trip generation by land use for the proposed development:

Table 1. Trip Generation

			AM Peak		PM Peak	
LAND USE	**Size**	**ADT**	**Enter**	**Exit**	**Enter**	**Exit**
General Office Building (ITE Code 710)	566,450 SF	5,071	661	90	121	592
High Turnover (Sit-down) Restaurant (ITE Code 932)	27,725 SF	3,525	166	153	182	127
Shopping Center (ITE Code 820)	87,450 SF	6,224	87	55	285	297
Multi-family Apartments (ITE Code 220)	208 Units	1,384	21	85	86	46
Total		**16,204**	**935**	**383**	**674**	**1,062**

ASSUMPTIONS

1. Background traffic volumes for 2017 included estimated traffic volumes for the following projects:

   Zion Rest Missionary Baptist Church (SP-2011-0306C)
   Lot 1, Pointe at Gaines Ranch (SP-2011-0201CS)
   Shop at Arbors Walk (SP-2009-0106C)
   Waterloo Car Wash (SP-2009-0198C)
   3515 Day Care (SP-2009-0309A)
   Western Oaks Retail Center (SP-2007-0439C[XT2])

ATTACHMENT A

2. Pass-by reductions of 43% and 34%, respectively, were assumed for the high turnover (sit-down) restaurant, and the shopping center during the PM peak period based on data provided in ITE Trip Generation, 9th Edition. No pass-by reductions were assumed during the AM peak period and no pass-by reductions were assumed for the other land uses.
3. A 10% reduction was taken for internal capture for the high turnover (sit-down) restaurant and the shopping center during the PM peak periods based on data provided in ITE Trip Generation, 9th Edition. A 10% reduction was taken for internal capture for the high turnover (sit-down) restaurant during the AM peak period. No internal capture reductions were assumed for the other land uses.
4. No reductions were taken for transit use during any period of the analysis as there is limited Capital Metro service in the vicinity of the Garza Ranch.
5. Based on the TIA's scope of work, traffic counts were taken at various key locations to establish the circulation characteristics of the roadways in the study area. The traffic counts taken in conjunction with data from the City of Austin and TxDOT formed the basis for the future traffic assumptions in the study area. A 1.0% annual growth rate was assumed for this project.

EXISTING AND PLANNED ROADWAYS

Mopac Expressway (Loop 1) – This roadway forms the western boundary of the site. The Austin Metropolitan Area Transportation Plan (AMATP) and the CAMPO 2035 Mobility Plan classify Mopac Expressway as a six-lane major divided arterial from William Cannon to US 290. The CAMPO Transportation Plan recommends the construction of one managed lane in each direction on Mopac Expressway by 2017. According to TxDOT traffic counts, the traffic volume in 2010 on Mopac Expressway was 82,000 vehicles per day (vtd) between William Cannon and US 290 (W).

W. William Cannon Drive – This roadway is classified as a six-lane major divided arterial by the Austin Metropolitan Area Transportation Plan (AMATP) and the CAMPO Mobility Plan from US 290 (W) to Brodie Lane. According to CAMPO data, the 2010 traffic counts for W. William Cannon Drive was 40,150 vpd between Mopac Expressway and Brodie Lane. The AMATP recommends to upgrade William Cannon Drive to a s six-lane major divided arterial from Brodie Lane to Manchaca Road by 2025. The City of Austin 2009 Bicycle Plan recommends upgrading the facilities on Bike Route 80 with dedicated bike lanes along the entire corridor.

Brodie Lane – The Austin Metropolitan Area Transportation Plan (AMATP) and the CAMPO 2035 Mobility Plan classify Brodie Lane as a four-lane major divided arterial, from US 290 (W) to Slaughter Lane. According to CAMPO data, the 2010 traffic volume for Brodie Lane was 31,330 vpd just north of William Cannon Drive. The City of Austin 2009 Bicycle Plan recommends upgrading the facilities for Bike Route 17 on Brodie Lane with dedicated bike lanes along the entire corridor.

Ben Garza Lane/Oakdale Drive – Ben Garza Lane is currently a two-lane divided collector west of Brodie Lane that mainly serves the Lowe's development and ends at approximately ¼-mile west of Brodie Lane. Based on traffic counts collected by HDR, approximately 1,100 vpd are estimated on Ben Garza Lane west of Brodie Lane. As part of the Garza Ranch development, Ben Garza Lane is proposed to be extended to the west, through the development, and terminate at a T-intersection with Mopac Expressway (Loop 1) NB Frontage Road.

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 5 intersections, 3 of which are currently signalized.

Existing and projected levels of service are as follows, assuming that all improvements recommended in the TIA are built:

Table 2. Level of Service						
Intersection	2014 Existing		2017 Site + Forecasted (with Improv.)		2017 Site + Forecasted (w/o Improv.)	
	AM	PM	AM	PM	AM	PM
Mopac Expressway and William Cannon Drive*	F	F	F	F	F	F
Brodie Lane and William Cannon Drive*	E	E	D	E	E	F
Brodie Lane and Ben Garza Lane/Oakdale Dr.*	A	B	B	D	B	E
Mopac Expressway East Frontage Road and proposed Ben Garza Lane			A	A	A	A
Mopac Expressway East Frontage Road and Driveway A			A	A	A	A

* = SIGNALIZED

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**
Brodie Lane and William Cannon Drive	Optimize signal timing
Brodie Lane and Ben Garza Lane/Oakdale Dr.	Optimize signal timing
Mopac Expressway Frontage Roads and William Cannon Drive	1) Optimize signal timing 2) Construct NB right-turn lane 3) Construct SB right-turn lane 4) Construct EB channelized right-turn lane

2) The right-of-way for Ben Garza Lane/Oakdale Drive, a proposed collector roadway within the development, will be determined and dedicated during the subdivision stage. In addition, a NB right-turn lane into the proposed Ben Garza extension is to be installed with the project during the subdivision construction stage.

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

4) 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.

5) 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.

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

Ivan J. Naranjo

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

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent School District

PROJECT NAME: Garza Ranch
ADDRESS/LOCATION: 3800 Ben Garza Lane
CASE #: C14-2014-0011

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

SF UNITS:
STUDENTS PER UNIT ASSUMPTION:
MF UNITS: 208 (1-3 bedrooms)
STUDENTS PER UNIT ASSUMPTION: 0.23

IMPACT ON SCHOOLS

At a rate of 0.23 (district average) students per multi-family unit, the proposed development is projected to add approximately 48 AISD students over all grade levels to the projected student population. The proposed development is located within two elementary school attendance zones, Patton and Sunset Valley. The layout and number of units per attendance zone is unknown at this time; this EIS assumes 2/3 of the students will be assigned to Patton and 1/3 will be assigned to Sunset Valley.

It is estimated that of the projected 48 students, 16 will be assigned to Patton Elementary School, 8 to Sunset Valley Elementary School, 10 to Covington Middle School and 14 to Crockett High School. Although the additional students would increase the population at all of the schools, the 5-year student population is projected to decrease in these areas off-setting the projected increase of the proposed development. The resulting projected percent of permanent capacity will be 98% at Patton, 91% at Sunset Valley, 57% at Covington, and 78% at Crockett. The existing permanent capacity at all four schools will be able to accommodate the additional student population.

TRANSPORTATION IMPACT

All students from the proposed development will qualify for transportation. Although Covington Middle School and Sunset Valley Elementary School are within the 2-mile walk zone, due to the lack of sidewalks in the area for walking to school, students would qualify for transportation. If new sidewalks were constructed in the area of the proposed development, it may be possible for students to walk to Sunset Valley ES and Covington MS.

The existing number of buses and routes will be able to accommodate the projected students at each school.

SAFETY IMPACT

There is a lack of sidewalks in the area from the proposed development to Sunset Valley Elementary School and Covington Middle School.

Date Prepared: June 3, 2014

Director's Signature: Paul Turner

ATTACHMENT B

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent School District

DATA ANALYSIS WORKSHEET

ELEMENTARY SCHOOL: Patton RATING: Met Standard
ADDRESS: 6001 Westcreek Drive PERMANENT CAPACITY: 920
% QUALIFIED FOR FREE/REDUCED LUNCH: 27% MOBILITY RATE: 1.9%

ELEMENTARY SCHOOL STUDENTS	Current Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	946	886	902
% of Permanent Capacity	103%	96%	98%

ELEMENTARY SCHOOL: Sunset Valley RATING: Met Standard
ADDRESS: 3000 Jones Road PERMANENT CAPACITY: 561
% QUALIFIED FOR FREE/REDUCED LUNCH: 69% MOBILITY RATE: -0.2%

ELEMENTARY SCHOOL STUDENTS	Current Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	519	502	510
% of Permanent Capacity	93%	89%	91%

MIDDLE SCHOOL: Covington RATING: Met Standard
ADDRESS: 3700 Convict Hill Road PERMANENT CAPACITY: 1,260
% QUALIFIED FOR FREE/REDUCED LUNCH: 68% MOBILITY RATE: -20.1%

MIDDLE SCHOOL STUDENTS	Current Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	842	713	723
% of Permanent Capacity	67%	57%	57%

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

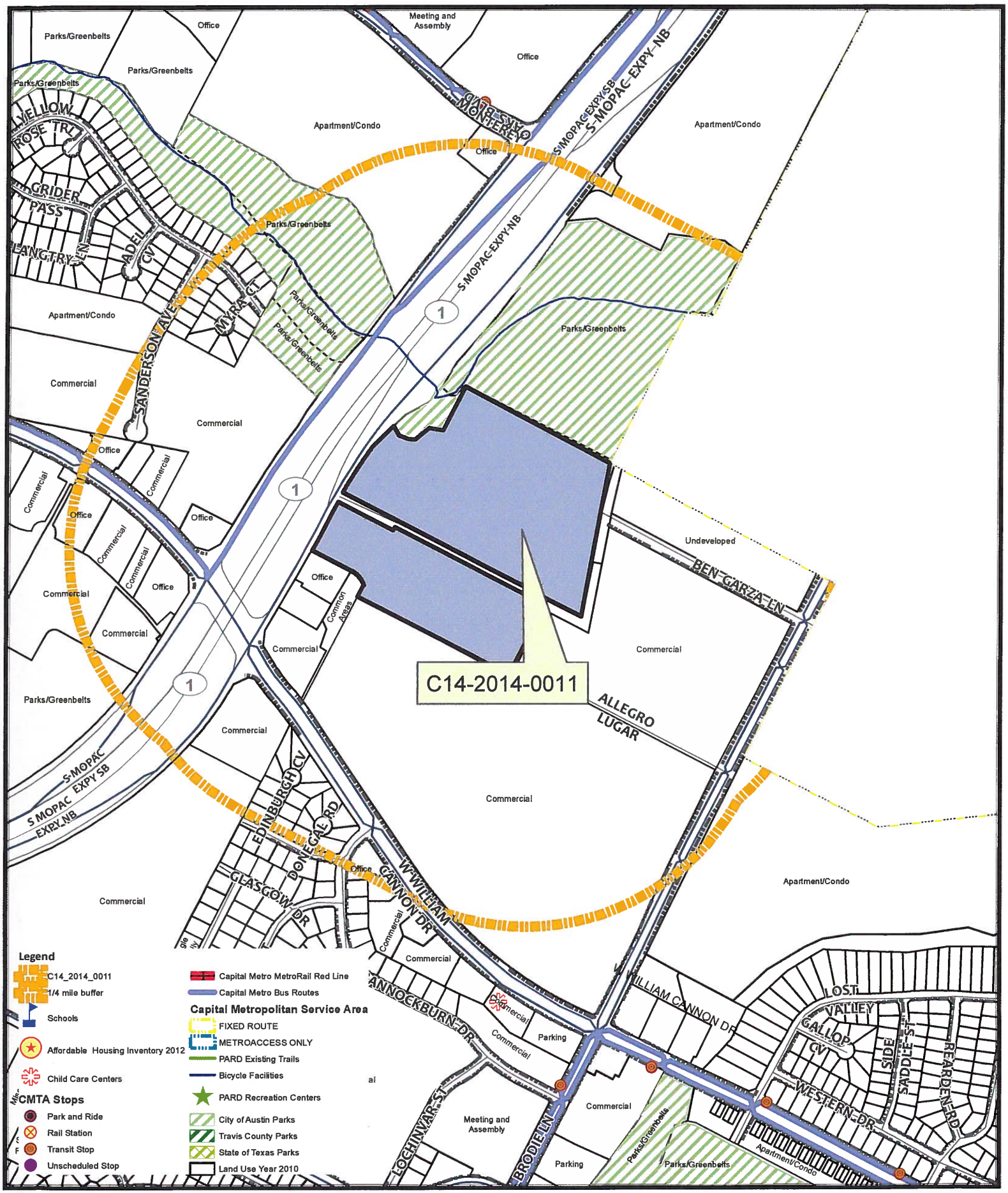
Austin Independent
School District

HIGH SCHOOL: Crockett RATING: Met Standard

ADDRESS: 5601 Manchaca Road PERMANENT CAPACITY: 2,142

% QUALIFIED FOR FREE/REDUCED LUNCH: 74% MOBILITY RATE: -10.4%

HIGH SCHOOL STUDENTS	Current Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	1,758	1,650	1,664
% of Permanent Capacity	82%	77%	78%



Zoning Case
Case#: C14-2014-0011
Address: 3800 Ben Garza
Case Name: Garza Ranch
34.62 Acres

Neighborhood Planning Area: Yes
School District: Austin ISD
Manager: Wendy Rhoades

0 0.065 0.13 Miles

Disclaimer: 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 the Planning and Development Review for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

Educational Impact Assessment

3/26/2014

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant community commercial – mixed use – conditional overlay – neighborhood plan (GR-MU-CO-NP) combining district zoning. The Conditional Overlay prohibits the following uses: automotive rentals; automotive repair services; automotive sales; automotive washing (of any type); exterminating services; funeral services; pawn shop services and service station.

If the Applicant's request for GR-MU-CO-NP district zoning is granted, then it is recommended that a Restrictive Covenant which includes all recommendations listed in the Traffic Impact Analysis memorandum, dated October 30, 2014, as provided in Attachment A, accompany the zoning change.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

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

The GR, Community Commercial district is intended for office and commercial uses serving neighborhood and community needs, including both unified shopping centers and individually developed commercial sites, and typically requiring locations accessible from major trafficways. The mixed use (MU) combining district is intended to allow for office, retail, commercial and residential uses to be combined in a single development. The CO, Conditional Overlay combining district may be applied in combination with any base district. The district is intended to provide flexible and adaptable use or site development regulations by requiring standards tailored to individual properties. The NP, neighborhood plan district denotes a tract located within the boundaries of an adopted Neighborhood Plan.

The property will have access to MoPac Expressway.

2. 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.
3. Public facilities and services should be adequate to serve the set of uses allowed by a rezoning.

Staff recommends the Applicant's request for GR-MU-CO-NP district zoning based upon the following: 1) the property's frontage on MoPac Expressway and proximity to its intersection with West William Cannon Drive, as well as existing commercial zoning and uses to the south and east; 2) the conditional overlay will continue to prohibit more intensive GR uses, consistent with that applied to other commercial zoned properties in the general vicinity, 3) a limitation on the number of multi family residential units across the three properties provides an incentive for a non-residential component to occur, and 4) the traffic impacts from the development described above has been addressed, and will be referenced in a public Restrictive Covenant that covers the conditions of a Traffic Impact Analysis.

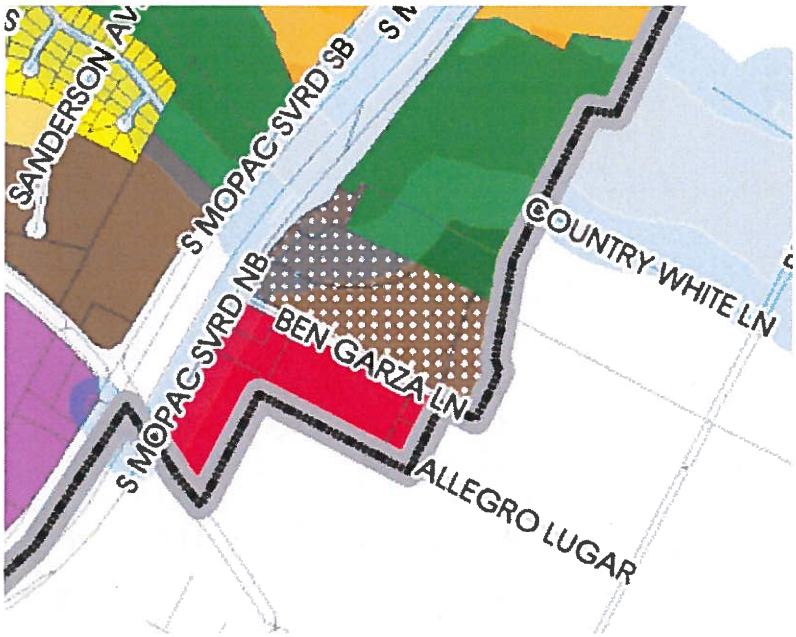
EXISTING CONDITIONS

Site Characteristics

The rezoning area is undeveloped.

Comprehensive Planning

This rezoning case is located at the terminus of Ben Garza Lane on a 34.6 acre parcel. The property is also located within the boundaries of the Oak Hill Combined Neighborhood Plan and is partially located over the Williamson Creek West Greenbelt, an open space area, which also extends to the north. Surrounding land uses include the Williamson Creek West Greenbelt to the north, a small shopping center with a fast food restaurant and vacant land to the south, the Mopac frontage road to the west, and single family houses to the east, along Garza Lane. The proposal is to amend the existing conditional overlay to allow more trips per day but not to amend the uses of the conditional overlay, which still does not permit automobile uses (rentals, repair, sales, washing, service stations), exterminating services, funeral services, and pawn shops, keeping the neighborhood commercial uses intact. There is also a restrictive covenant on the property that limits the number of multi-family residences to 450 units for the entire project area. The proposed use is a neighborhood mixed use center.



Oak Hill Combined Neighborhood Plan (OCNP)
The OCNP Future Land Use Map designates this section of Garza Road as both as Neighborhood Mixed Use (the north side of Garza Road) and Commercial (on the south side of Garza Road). Neighborhood Mixed Use is appropriate for a mix of neighborhood commercial (small-scale retail or offices, professional services, convenience retail, and shopfront retail that serve a market at a neighborhood scale) and small to medium density

residential uses. A Commercial designation is intended to include retail sales, services, hotels/motels, and recreationally services that are predominantly privately owned and operated for profit. Focus of the highest intensity commercial uses should be along freeways and major highways, and with good transportation access such as frontage roads and arterial roadways.

The goals, objectives and text below are taken from the OCNP and seem supportive attracting high quality commercial development, while at the same time protecting the environment:

Goal 4.A: Preserve and enhance environmental resources including watersheds, air quality, and wildlife corridors. (p 36)

> **Objective: 4.A.1** Preserve the water quality of area aquifers, streams, rivers, and springs and protect endangered species dependent on the quality of those water resources.

Goal 4.B. Provide opportunities for high-quality new development and redevelopment. (p 37)

> Objective 4.B.1: Minimize the ecological footprint of development in the Oak Hill planning area to help achieve environmental goals, particularly the preservation of water quality.

- Excerpt from pg 50, taken from Chapter 4: Some property owners are concerned about land use or zoning changes that would restrict the use of their property; they are concerned that their investments in land and existing businesses would be unnecessarily harmed. These stakeholders oppose any zoning overlays that would prohibit land uses on their property. However, other stakeholders and City staff support conditional overlays intended to restrict land uses that pose risks to water quality. (p 50)

Goal 6.A. Provide opportunities for high-quality new development and redevelopment.

> **Objective 6A.1:** Ensure quality of new construction and renovations. (p 66)

Goal 6.B. Balance development and environmental protection by maintaining a vibrant residential and commercial community that demonstrates caring stewardship of the environment. (p 66)

> **Objective 6.B.1**: Encourage zoning to be compatible with existing and neighboring land uses and seek optimal and most appropriate use of land activity areas) at strategic locations. (p 66)

Goal 6.C: Create a mix of uses in existing corridors of commercial development that will provide a diversity of local services convenient to neighborhoods and establish commercial "nodes" (concentrated) (p 67)

Goal 6.E: Encourage locally-owned businesses to locate in the Oak Hill area and find ways for local businesses and employers to prosper. (p 67)

> **Objective 6.E.1:** Oak Hill stakeholders desire more small-scale businesses with less strip commercial establishments

Conclusion:

The Oak Hill Combined Neighborhood Plan Future Land Use Map designates this portion of Garza Drive as both Neighborhood Mixed Use and Commercial, and the many of the goals and objectives above seem to support providing more local businesses and retail. However,

the property is located over environmentally sensitive land and any new commercial or residential development would have to ensure all environmental ordinances are enforced.

Imagine Austin
The Imagine Austin Growth Concept Map identifies this property as being partially within one of the five '**Activity Centers for Redevelopment (located) in an Environmentally Sensitive Area**' as identified on the Imagine Austin Growth Concept Map, found in the Image Austin Comprehensive Plan. This property is also situated within the boundaries of the **Barton Springs Zone**, which is an area where runoff from precipitation flows to the recharge zone of an aquifer. This property is also located within the **Edwards Aquifer Recharge Zone**. Page 106 of the Imagine Austin Comprehensive Plan states, "*Five centers are located over the recharge or contributing zones of the Barton Springs Zone of the Edwards Aquifer or within water-supply watersheds. These centers are located on already developed areas and, in some instances, provide opportunities to address long-standing water quality issues and provide walkable areas in and near existing neighborhoods. State-of-the-art development practices will be required of any redevelopment to improve stormwater retention and the water quality flowing into the aquifer or other drinking water sources. These centers should also be carefully evaluated to fit within their infrastructural and environmental context. One of the Land Use and Transportation policies, LUT P21 (p. 102), clarifies the intent, "Ensure that redevelopment in the Edwards Aquifer's recharge and contributing zones maintains the quantity and quality of recharge of the aquifer.*"
Based upon Imagine Austin policies referenced above, staff believes that the proposed development is supported by the Imagine Austin Comprehensive Plan.
The following IACP policies are applicable to this case:

- **LUT P3** Promote development in compact centers, communities or along corridors that are connected by roads and transit, are designed to encourage walking and bicycling, and reduce healthcare, housing and transportation costs.

- **LUT P21**. Ensure that redevelopment in the Edwards Aquifer's recharge and contributing zones maintains the quantity and quality of recharge of the aquifer.

- **LUT P22** Protect Austin's natural resources and environmental systems by limiting land use and transportation development in sensitive environmental areas and preserving areas of open space.

- **HN P11**. Protect neighborhood character by directing growth to areas of change and ensuring context sensitive infill in such locations as designated redevelopment areas, corridors, and infill sites.

Based on this property being: (1) located along a major highway (Mopac), and adjacent to two major arterial corridors (Brodie Lane and William Cannon Blvd.); (2) located adjacent to an existing shopping center along the Mopac frontage road; (3) the Oak Hill Combined Neighborhood Plan, which seems to support Neighborhood Mixed Use and Commercial uses as long as environmental considerations are enforced; and (4) the Imagine Austin policies referenced above, which encourages complete communities and infill development, staff believes that the proposed neighborhood mixed use center is supported by the Imagine

Austin Comprehensive Plan as long as environmental ordinances are carefully considered and enforced over this environmentally sensitive area.

Environmental

This site is located over the Edwards Aquifer Recharge Zone. The site is in the Williamson Creek Watershed of the Colorado River Basin, which is classified as a Barton Springs Zone Watershed by Chapter 25-8 of the City's Land Development Code. It is in the Drinking Water Protection Zone.

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

Transportation

A traffic impact analysis is required and has been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA [LDC, Sec. 25-6-142]. Comments are provided in Attachment A.

Water and Wastewater

FYI: The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, utility relocations and or abandonments required by the proposed land use. Depending on the development plans submitted, water and or wastewater service extension requests may be required. Water and wastewater utility plans must be reviewed and approved by the Austin Water Utility for compliance with City criteria and suitability for operation and maintenance. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

Site Plan

Development on this site will be subject to *Subchapter E: Design Standards and Mixed Use*. Additional comments will be provided upon submittal of a site plan.

Rhoades, Wendy

From:	Bill Bunch [redacted]
Sent:	Tuesday, December 09, 2014 12:15 PM
To:	bc-Danette.Chiment@austintexas.gov; Hernandez, Alfonso - BC; Nortey, James - BC; Stevens, Jean - BC; Jack, Jeff - BC; Roark, Brian - BC; Varghese, Lesley - BC; Zaragoza, Nuria - BC
Cc:	Rhoades, Wendy; Steve Beers; roy waley
Subject:	Please vote NO on Garza Ranch items 10 and 11 on tonight's agenda
Attachments:	Garza Ranch TIA.odt

December 9, 2014 – Via Email

Re: Garza Ranch condition of zoning change requests; December 9th Items C 10 and C 11

Dear Chair Chimenti and Planning Commission Members,

Save Our Springs Alliance respectfully requests that you vote "no" on the request to lift trip limits on the Garza Ranch tracts before you this evening.

This property, and other pieces of the "Garza Ranch" that have already been developed have a long and difficult history of litigation by the owners against the City of Austin, as well as multiple threats of seeking "Austin bashing" legislation that would further erode Austin's home rule powers. They matters were thought to be "settled" on several occasions, including most recently in 2013. But now the owners of the 34 acres remaining undeveloped seek yet another and much greater level of development that, if approved, would result in far more car trips per day and toilets flushing over the Edwards Aquifer.

The requests are to lift previously approved conditions of zoning that limit trip generation to moderate levels so that a development generating up to an extra 16,000 'unadjusted' car trips a day could be built. If approved, this would snarl intersections on South Mopac, US 290, William Cannon, and Brodie Lane, meanwhile promoting yet more unsustainable development with the potential to pollute Barton Springs.

Following passage of SOS in 1992, more than 100 acres of the original Garza Ranch became exempt from SOS by a combination of a City clerical mistake; court rulings favoring the developer; and enactment of State "grandfathering" laws. The fight was bitter and long, but the Garza interests won.

A 16-acre parcel still indisputably fell under the SOS ordinance, however, because it had not been platted and had no development plans on file. The presence of floodplain land and a large sinkhole further limited the building potential for this site. This is part of the 34 acres now subject of this current zoning case.

In 2007 zoning on this remaining Garza Ranch property was changed to mixed use office/ apartment/ retail from RR [Rural Residential] and MF [multifamily] capped at 400 units. This first zoning change—at applicant's request—was granted with a trip cap of 2,000 vehicles per day. The presumption was that the overall scale of development would be further restrained by the SOS impervious cover limits still applicable to half of the tract.

In 2013 attorneys Dan Wheelus and Terry Irion set about knocking down the remaining restrictions. With no actual pending requests before City authorities, they went to the State Legislature claiming that their property rights had been violated by the City. In the face of this legislative threat, City of Austin staffers agreed to "settle" disputes over the last undeveloped Garza Ranch parcels. Those anti-environmental bills died in the waning days of the session.

In consequence, last year the Austin City Council voted to "settle" by waiving SOS and allowing 43 percent impervious cover; building in the floodplain buffer; and irrigating polluted stormwater next to the sinkhole.

The word "settle" is in quotes because there were actually no pending court cases or City actions to settle.

Now Garza Ranch representatives seek to build 566,450 square feet of offices, an 87,450-square foot shopping center, a large high turnover restaurant, and 208 apartments. To do so, they must lift the existing trip cap.

The City staff memo suggests that lifting the existing trip cap is a change "compatible" with surrounding property, citing some former Garza properties: Lowe's on the east, and an existing strip mall /fast food/ bank to the south. With the subject property fronting South Mopac, why not allow building as much as the roads can handle? However, the staff's reasoning is faulty.

First, the other adjoining and nearby affected properties are ***not*** uniformly commercial. To the north and east, the property is bordered by Austin's Williamson Creek greenbelt, the planned Violet Crown Trail, and homes on Country White Lane in Sunset Valley. It was precisely due to anticipated negative affects on neighboring residential property and water quality that litigation over Lowe's was first pursued by the City of Sunset Valley.

Second, all nearby commercial properties were permitted under higher water quality standards. HEB was built in full compliance with SOS. Forum PUD gave off-site mitigation lands in return for building shopping centers south of William Cannon (Whole Foods, Costco, Lifetime Fitness) at higher impervious cover.

Lowe's on Brodie Lane agreed to a 40 percent impervious cover limit, contributed $2 million towards buying off-site mitigation property, and offered additional on-site water quality controls, while making the terms perpetually binding and not subject to further, endless changes in law and zoning.

Third, the proposed trip generation is far out of scale of other nearby tracts, as shown below:

Project	Land Acres	Building Square Feet	Traffic trips/day	Trips per acre
LIFETIME FITNESS **(Forum PUD tract 3)**	37.54	105,662	3,642	97
LOWE'S	31.20	135,086	4,932	158
HEB GROCERY STORE	59.94	82,792	9,972	166
GARZA RANCH (Proposed)	34.89	681,350 + 208 apts	16,205	464

In summary, the compatibility argument fails because comparable nearby properties achieve a higher standard than applicants now propose. Their plans also don't offer any buffers for intense commercial land uses affecting adjacent lower density residential, park, and water quality lands.

The applicants have not offered to fund any improvements to surrounding roadways and critical intersections. Their own traffic study shows a PM peak hour traffic increase in 2017 of anywhere from 26 to 93 percent over existing (2012) conditions. Studied locations are Mopac and Brodie Lane north of William Cannon, including the intersections of those roads with William Cannon.

Since the principal exit from the property onto the Mopac northbound frontage road sits 'upstream' of the nearest freeway entrance ramp, it is a glaring flaw of this study that it fails to examine the next intersection north at US 290 and Mopac. Likewise, the US 290/Brodie Lane intersection is another likely traffic hotspot that is totally unaddressed by the TIA.

A more detailed analysis of the TIA, prepared by Save Barton Creek Assn. President Steve Beers, follows below.

Thank you for your consideration and please vote no on these requests.

Bill Bunch

Save Our Springs Alliance

New Ben Garza Lane Fosters Major Headaches

In light of the substance of disputes behind the long and bitter battle over Lowe's, the City of Sunset Valley should at least be noticed of this case and asked to submit comments if they have not already.

While an attorney representing Garza Ranch claimed that extension of Ben Garza from its present western terminus at Lowe's to Mopac was something that Sunset Valley actually wanted, there is reason to think that this step will subject nearby existing residential, park, and commercial areas to far more negative vehicle impacts.

First, the Garza Lane extension encroaches on both the critical water quality zone and CEF buffer for the large sinkhole just north of the Garza Ranch property. It will also cross a proposed route for the Violet Crown Trail.

Second, the traffic at the intersection of Brodie Lane with Ben Garza/Oakdale (a residential street in Sunset Valley east of Brodie Lane) absolutely explodes as a result of this project.

The TIA's Table 9, "Traffic Volumes and Roadway Capacity LOS—Ben Garza Lane," shows volume in the AM Peak period growing from 58 cars per hour to 1,014, all generated exclusively by this new development!! In the PM peak hour, it is just as bad: traffic without the development is assumed to remain at 113 cars entering and leaving Lowe's, but with the new extension, it swells to 1,094.

The analysis may undercount the extra traffic seeking to use this extension of Ben Garza Lane as a new short cut to Mopac. The TIA says they assume 400 (AM) and 250 (PM) background vehicles will be rerouted to the proposed new Ben Garza Lane. What that could mean for nearby neighborhoods and activity centers (shops and schools) located east and north of the intersection is not discussed.

Does a Shrinking Site Area Hide a Growing Project?

Existing zoning entitlements are somewhat ambiguous. City documents seemed to represent a 2,000 trip per day cap for a 34 acre property, but it can also be read as 2,000 on each of three parcels, for a total of 6,000 tpd. That, of course, was how the applicants interpreted it at the last Planning Commission discussion of the matter.

An earlier Planned Unit Development application submitted but withdrawn in 2012 listed a total area of 34 acres for this project. The specific breakdown of the PUD's land uses and building square feet are exactly identical for this new zoning application. A 2013 "settlement" waived SOS water quality rules, allowing 43 percent impervious cover on an identical 34 acre site.

Yet, this new application lists 22 acres as the total site for the same buildings. Where are the missing 12 acres?

The discussion around the PUD submission and water quality ordinance said some existing older buildings would be removed as the project gets built. The conceptual site plan still seems to show this, but the

zoning maps may now depict these parcels as falling outside of project boundaries. The graphics are unclear and contradictory on this point. The area of existing apartments and houses, included in the water quality ordinance, is now excluded from the proposed zoning plan. However, these small parcels don't sum to 12 acres. The trip generation from these existing land uses, probably minimal, also gets ignored in the current TIA.

The new application references an abandoned road right-of-way that will also be legally vacated, and therefore is excluded from the project area. This could account for the remaining acreage, although it is hard to say.

These loose ends with the property descriptions not matching up with the controlling water quality ordinance should be tied up prior to any approvals of this project. Failure to address such ambiguities now will surely lead to more entitlement disputes in the future.

What's Missing in Intersection & Traffic Analysis

The traffic impact analysis (TIA) is incomplete and flawed, ignoring some important potential impacts to nearby intersections that should be included. The only two ways in and out of this property are Mopac on the west (northbound frontage road), and Brodie Lane on the east (through Lowe's property).

First, there's no estimates supplied for travel on the main Mopac freeway lanes to the west. While this may be a small enough fraction of total traffic to safely disregard, the omission of an estimate does not prove this point.

Second, traffic turning from Ben Garza Lane onto the one-way Mopac frontage road has nowhere to go but to the next intersection north, Mopac and US 290. Therefore, estimates should be supplied for traffic impacts there, as well as for the next intersection east, of Brodie Lane with US 290.

Hazards for Mopac Frontage Road & Freeway On-Ramp

Of more consequence, a planned driveway intersects with the northbound frontage road only a scant few feet south of an entrance ramp to Mopac. A future extension of Ben Garza Lane also intersects with the frontage road a few yards past this same ramp. This arrangement is fraught with potential hazards.

Drivers would likely cut from the driveway over three lanes of frontage road to enter Mopac—rather than driving two miles north through three signal lights to reach the next on-ramp.

Likewise, at Ben Garza Lane drivers might be tempted to cut laterally across the frontage road and disregard some solid painted lines in order to get on the entrance ramp. Or they could chance driving a few feet illegally the wrong way down the one-way road before turning onto the ramp.

Even if such risky behavior doesn't occur, traffic inevitably will slow or halt while making turns at Ben Garza Ln and the driveway. Through-traffic on the frontage road could back up, interfering with the ramp operation.

These driving maneuvers aren't physically separated enough to avoid likely conflicts. The applicants should take steps to responsibly address these serious problems.

More Traffic at Peak Hours

AM Peak Hour Trips

INTERSECTION

Existing (2012)

2017 Forecast + Site Generated

Difference

Percent Over Existing

William Cannon Drive & Mopac south bound frontage rd

2,786

3,636

850

30%

William Cannon & Mopac north bound frontage road

3,934

4,590

656

17%

NBFR & Gaza Ranch Driveway A

2,222

3,009

787

35%

NBFR & Ben Garza Lane

1,371

2,140

769

56%

Brodie Lane & Ben Garza Ln / Oakdale Drive

2,213

3,344

1,131

51%

Brodie & William Cannon Dr

4,847

5,879

1,032

21%

PM Peak Hour Trips

INTERSECTION

Existing (2012)

2017 Forecast + Site Generated

Difference

Percent Over Existing

William Cannon Drive & Mopac south bound frontage rd

4,359

5,750

1,393

32%

William Cannon & Mopac north bound frontage road

4,127

5,212

1,085

26%

NBFR & Gaza Ranch Driveway A

1,176

1,949

773

66%

NBFR & Ben Garza Lane

722
1,395
673
93%
Brodie Lane & Ben Garza Ln / Oakdale Drive
2,493
3,886
1,393
56%
Brodie & William Cannon Dr
6,005
7,991
1,986
33%

Congestion Claims & Cures Are Suspect

Applicants assert that more than 40 percent of traffic generation from the shopping center and restaurant at peak hours originate from "pass-by" or "internal capture," which reduces the apparent effects on adjacent roads.

Any traffic stopping at the center or restaurant could be considered "pass-by" on a one-way frontage road. There is also a quandary about whether or not such arbitrary reductions were applied to reduce estimates of traffic entering and leaving the development, which they should not be. These assumed reductions for both pass-by and internal capture should be halved as a conservative measure.

There are certain off-site improvement upgrades advanced to deal with increasing traffic. However, these seem rather small and non-specific. The TIA proposes to "optimize signal timing" at the intersections of Brodie Lane with William Cannon; Brodie at Ben Garza; and the Mopac frontage roads at William Cannon.

At this last intersection, they propose to build a "NB right-turn lane," "SB right-turn lane," and "EB channelized right-turn lane." However, graphics and text describing the number of lanes and their designations exactly matches what is already there at the intersection. It is unclear just what additional construction would occur.

Moreover, "The interchange continues to operate at LOS [Level of Service] F under 2017 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming the following improvements..." [emphasis added] In other words, there are no timetables or commitments made by the applicants to fund the improvements.

The most problematic intersection is Brodie Lane with William Cannon Drive. According to a City staff memo, current 2014 conditions are LOS E (near failure) for both AM and PM peak hours.

The TIA states the intersection will operate at LOS D and E, "assuming the following improvements... [of signal optimization and] [c]onstruction of an additional left-turn lane on the northbound approach of Brodie Lane." [emphasis added] This would produce slight improvement in the morning and keep evening at the same LOS.

Yet, the TIA notes parenthetically in the same passage: "Review of this intersection indicates that there is no available right-of-way to construct this improvement; therefore this improvement is not likely to occur. Without this improvement, the intersection operates at LOS E and F during the AM and PM peak periods, respectively."

With this more realistic caveat, the AM peak stays just as bad, while the PM peak moves from near-failure to failure with the addition of Garza Ranch plus forecast growth.

Recommendations

First, Ben Garza Lane should simply not be extended, at least on the

present alignment. If it is to be extended through the property, then a zig-zag route connecting through parking lots or a broken route with speed bumps and stop signs, or the like, should be used to discourage through-travel.

The request for development allowing 10,000 to 14,000 more unadjusted trips per day should be denied.

If there is implied commitment already by the City to allow applicants to make full use of their present impervious cover and height limits within a normal minimum parking ratio, then a different mix of land uses can yield up an equivalent value with far less trip generation. Housing is the most acute need, and it generates much less travel per each building square foot than either the office, retail or restaurant uses.

While a 'new urbanist' philosophy can be used to justify "mixed use" projects it is clear that this project will produce a large amount of traffic entering and leaving the site, with minimal "internal capture." Retail should only be allowed sufficient to serve apartment residents' needs and be incorporated into the ground floors of the multifamily buildings.

If feasible, entry should be from the existing small commercial center to the south, on the side fronting on William Cannon. Exit should be to Mopac frontage road north of the entrance ramp and channelized to merge with existing lanes in a northbound direction beyond the property's north boundary. This will avoid the hazards and congestion for the Mopac corridor inherent in this current plan.

Any zoning decision must be tied to a binding commitment through deed restrictions that affirms the water quality restrictions, overall building entitlements, and apply to the entire 34 acres of Garza Ranch.

Certain improvements to the overall deal not directly related to -- but affected by -- traffic should be applied: a meaningful building setback from greenbelts, neighboring residential property, the Country White sinkhole, and the Violet Crown Trail would lessen pollution and traffic impacts on these areas. Also, covering parking areas for more pollution and runoff source control and using the resulting cleaner captured rainfall for irrigation in appropriate areas and amounts should be considered.

OHAN

OAK HILL ASSOCIATION OF NEIGHBORHOODS

December 4, 2014

Mr. Greg Guerney, Director
Neighborhood Planning and Review Department
505 Barton Springs Road, 5th Floor
Austin, TX 78704

RE: Garza Tract Zoning Request
C14-2014-0011A

Dear Greg:

Oak Hill Association of Neighborhoods (OHAN) was contacted by the agent for the Garza Tract regarding a request to amend the current ordinance for additional traffic generation. Our organization supported the prior rezoning of the tract and provided you a letter dated July 12, 2006 stating our support.

OHAN supports the latest request for amending the prior zoning ordinance and restrictive covenant for the project to incorporate the latest finding of the Traffic Impact Analysis. We were aware that the original zoning case did not have sufficient information to provide a TIA and therefore a maximum of 2,000 trips was assumed. Now that the project is further along and the TIA was provided for the project, the zoning ordinance is being amended to incorporate the findings of the TIA. The project will remain in conformance to the Oak Hill Neighborhood Plan and FLUM.

We ask for your favorable consideration to support the approval of the applicant's request to change the zoning as indicated above. Please feel free to contact me at 512-496-6481 if you have any questions.

Sincerely,

James Schissler

James Schissler, President
Oak Hill Association of Neighborhoods
PO Box 90906
Austin, TX 78709-0906

Rhoades, Wendy

From: Bill Bunch [redacted]
Sent: Wednesday, November 12, 2014 2:54 PM
To: danette; danette.chimenti[redacted]; Rhoades, Wendy
Cc: Halley, Shannon; Tiemann, Donna; Rush, Barbara; Tovo, Kathie; Morrison, Laura; roy waley; Steve Beers
Subject: Request to postpone PC Items 9 and 10, Garza Ranch, or in the alternative to vote "no"

Ms. Rhoades and Ms. Chimenti,

Save Our Springs Alliance respectfully requests that the Garza Ranch rezoning items on tonight's Planning Commission agenda be postponed to the next PC meeting, at minimum.

The case was repeatedly postponed at the request of staff because their analysis was not complete. Now that it is complete, it has only been made available for a short period of time on a complicated case with a very long history. The item is also scheduled on top of important business for SOS Alliance at tonight's Water and Wastewater Commission meeting concerning water rates.

We have repeatedly inquired on when this case would actually go forward and were unable to find out a reliable time.

The core of the Garza Ranch request is that a condition of zoning previously approved (and the subject of multiple rounds of compromise and negotiation , subsequent to "grandfathering" litigation) that limits the trips per day to be generated by the tract to no more than 2,000 be erased so that the proposed development that would generate over 16,000 trips per day may go forward.

At this point, the Garza's should live with the bargain previous struck. There is no right to the increased trips per day, and the area is already suffering substantial congestion.

We request additional time to be able to review the staff's analysis of the traffic impacts so that we may be able to provide informed comment on the potential impacts of yet again giving the Garza tract owners more development rights to which they simply are not entitled.

Thank you for your consideration,

Bill Bunch
SOS Alliance

Rhoades, Wendy

From: Lesniak, Chuck
Sent: Thursday, December 11, 2014 11:20 AM
To: Guernsey, Greg; Rusthoven, Jerry; Rhoades, Wendy
Subject: Fwd: Please postpone or vote No on Garza Ranch proposed removal of trip cap, Items 157 and 158

---------- Forwarded message ----------
From: Bill Bunch <bill@sosalliance.org>
Date: Dec 11, 2014 11:08 AM
Subject: Please postpone or vote No on Garza Ranch proposed removal of trip cap, Items 157 and 158
To: "Cole, Sheryl" <sheryl.cole@austintexas.gov>,"Spelman, William" <bill.spelman@austintexas.gov>,"Morrison, Laura" <laura.morrison@austintexas.gov>,"Martinez, Mike [Council Member]" <mike.martinez@austintexas.gov>,"Riley, Chris" <chris.riley@austintexas.gov>,"Tovo, Kathie" <kathie.tovo@austintexas.gov>
Cc: "Rush, Barbara" <barbara.rush@austintexas.gov>,"Halley, Shannon" <shannon.halley@austintexas.gov>,"Tiemann, Donna" <Donna.Tiemann@austintexas.gov>,"Bojo, Leah" <leah.bojo@austintexas.gov>,"Anderson, Greg" <Greg.Anderson@austintexas.gov>,"Lesniak, Chuck" <chuck.lesniak@austintexas.gov>,roy waley [redacted],Steve Beers [redacted],'David Foster' [redacted],Mary Arnold [redacted],roy waley [redacted],Dale Bulla [redacted],'kelly' [redacted],kelly davis [redacted],Jennifer Walker [redacted],Colin Clark [redacted],Lauren Ross [redacted],Luke Metzger [redacted],Brian Rodgers [redacted],MarisaPerales [redacted],Paul Robbins [redacted],Ann Kitchen [redacted]

Dear Mayor Pro Tem Cole and Members of Council:

The proposed lifting of previously approved car trips per day limits on the remaining "Garza Ranch" property should be postponed to the next council. This is a very important issue that deserves greater attention than you will be able to give to it at today's meeting.

If you consider the items, please vote no.

This property, and other pieces of the "Garza Ranch" that have already been developed have a long and difficult history of litigation by the owners against the City of Austin, as well as multiple threats of seeking "Austin bashing" legislation that would further erode Austin's home rule powers. They matters were thought to be "settled" on several occasions, including most recently in 2013. But now the owners of the 34 acres remaining undeveloped seek yet another and much greater level of development that, if approved, would result in far more car trips per day and toilets flushing over the Edwards Aquifer.

The requests are to lift previously approved conditions of zoning that limit trip generation to moderate levels so that a development generating up to an extra 16,000 'unadjusted' car trips a day could be

built. If approved, this would snarl intersections on South Mopac, US 290, William Cannon, and Brodie Lane, meanwhile promoting yet more unsustainable development with the potential to pollute Barton Springs.

Following passage of SOS in 1992, more than 100 acres of the original Garza Ranch became exempt from SOS by a combination of a City clerical mistake; court rulings favoring the developer; and enactment of State "grandfathering" laws. The fight was bitter and long, but the Garza interests won.

A 16-acre parcel still indisputably fell under the SOS ordinance, however, because it had not been platted and had no development plans on file. The presence of floodplain land and a large sinkhole further limited the building potential for this site. This is part of the 34 acres now subject of this current zoning case.

In 2007 zoning on this remaining Garza Ranch property was changed to mixed use office/ apartment/ retail from RR [Rural Residential] and MF [multifamily] capped at 400 units. This first zoning change—at applicant's request—was granted with a trip cap of 2,000 vehicles per day. The presumption was that the overall scale of development would be further restrained by the SOS impervious cover limits still applicable to half of the tract.

In 2013 attorneys Dan Wheelus and Terry Irion set about knocking down the remaining restrictions. With no actual pending requests before City authorities, they went to the State Legislature claiming that their property rights had been violated by the City. In the face of this legislative threat, City of Austin staffers agreed to "settle" disputes over the last undeveloped Garza Ranch parcels. Those anti-environmental bills died in the waning days of the session.

In consequence, last year the Austin City Council voted to "settle" by waiving SOS and allowing 43 percent impervious cover; building in the floodplain buffer; and irrigating polluted stormwater next to the sinkhole.

The word "settle" is in quotes because there were actually no pending court cases or City actions to settle.

Now Garza Ranch representatives seek to build 566,450 square feet of offices, an 87,450-square foot shopping center, a large high turnover restaurant, and 208 apartments. To do so, they must lift the existing trip cap.

The City staff memo suggests that lifting the existing trip cap is a

change "compatible" with surrounding property, citing some former Garza properties: Lowe's on the east, and an existing strip mall /fast food/ bank to the south. With the subject property fronting South Mopac, why not allow building as much as the roads can handle? However, the staff's reasoning is faulty.

First, the other adjoining and nearby affected properties are not uniformly commercial. To the north and east, the property is bordered by Austin's Williamson Creek greenbelt, the planned Violet Crown Trail, and homes on Country White Lane in Sunset Valley. It was precisely due to anticipated negative affects on neighboring residential property and water quality that litigation over Lowe's was first pursued by the City of Sunset Valley.

Second, all nearby commercial properties were permitted under higher water quality standards. HEB was built in full compliance with SOS. Forum PUD gave off-site mitigation lands in return for building shopping centers south of William Cannon (Whole Foods, Costco, Lifetime Fitness) at higher impervious cover.

Lowe's on Brodie Lane agreed to a 40 percent impervious cover limit, contributed $2 million towards buying off-site mitigation property, and offered additional on-site water quality controls, while making the terms perpetually binding and not subject to further, endless changes in law and zoning.

Third, the proposed trip generation is far out of scale of other nearby tracts, as shown below:

Project

Land Acres

Building Square Feet

Traffic trips/day

Trips per acre

LIFETIME FITNESS

(Forum PUD tract 3)

37.54

105,662

3,642

97

LOWE'S

31.20

135,086

4,932

158

HEB GROCERY STORE

59.94

82,792

9,972

166

GARZA RANCH (Proposed)

34.89

681,350 + 208 apts

16,205

464

In summary, the compatibility argument fails because comparable nearby properties achieve a higher standard than applicants now propose. Their plans also don't offer any buffers for intense commercial land uses affecting adjacent lower density residential, park, and water quality lands.

The applicants have not offered to fund any improvements to surrounding roadways and critical intersections. Their own traffic study shows a PM peak hour traffic increase in 2017 of anywhere from 26 to 93 percent over existing (2012) conditions. Studied locations are Mopac and Brodie Lane north of William Cannon, including the intersections of those roads with William Cannon.

Since the principal exit from the property onto the Mopac northbound frontage road sits 'upstream' of the nearest freeway entrance ramp, it is a glaring flaw of this study that it fails to examine the next intersection north at US 290 and Mopac. Likewise, the US 290/Brodie Lane intersection is another likely traffic hotspot that is totally unaddressed by the TIA.

A more detailed analysis of the TIA, prepared by Save Barton Creek Assn. President Steve Beers, follows below.

Thank you for your consideration and please postpone or vote no on these requests.

Bill Bunch

Save Our Springs Alliance

New Ben Garza Lane Fosters Major Headaches

In light of the substance of disputes behind the long and bitter battle over Lowe's, the City of Sunset Valley should at least be noticed of this case and asked to submit comments if they have not already.
While an attorney representing Garza Ranch claimed that extension of Ben Garza from its present western terminus at Lowe's to Mopac was something that Sunset Valley actually wanted, there is reason to think that this step will subject nearby existing residential, park, and commercial areas to far more negative vehicle impacts.
First, the Garza Lane extension encroaches on both the critical water quality zone and CEF buffer for the large sinkhole just north of the Garza Ranch property. It will also cross a proposed route for the Violet Crown Trail.
Second, the traffic at the intersection of Brodie Lane with Ben Garza/Oakdale (a residential street in Sunset Valley east of Brodie Lane) absolutely explodes as a result of this project.

The TIA's Table 9, "Traffic Volumes and Roadway Capacity LOS—Ben Garza Lane," shows volume in the AM Peak period growing from 58 cars per hour to 1,014, all generated exclusively by this new development!! In the PM peak hour, it is just as bad: traffic without the development is assumed to remain at 113 cars entering and leaving Lowe's, but with the new extension, it swells to 1,094.
The analysis may undercount the extra traffic seeking to use this extension of Ben Garza Lane as a new short cut to Mopac. The TIA says they assume 400 (AM) and 250 (PM) background vehicles will be rerouted to the proposed new Ben Garza Lane. What that could mean for nearby neighborhoods and activity centers (shops and schools) located east and north of the intersection is not discussed.

Does a Shrinking Site Area Hide a Growing Project?

Existing zoning entitlements are somewhat ambiguous. City documents seemed to represent a 2,000 trip per day cap for a 34 acre property, but it can also be read as 2,000 on each of three parcels, for a total of 6,000 tpd. That, of course, was how the applicants interpreted it at the last Planning Commission discussion of the matter.
An earlier Planned Unit Development application submitted but withdrawn in 2012 listed a total area of 34 acres for this project.
The specific breakdown of the PUD's land uses and building square feet are exactly identical for this new zoning application. A 2013 "settlement" waived SOS water quality rules, allowing 43 percent impervious cover on an identical 34 acre site.
Yet, this new application lists 22 acres as the total site for the same buildings. Where are the missing 12 acres?
The discussion around the PUD submission and water quality ordinance said some existing older buildings would be removed as the project gets built. The conceptual site plan still seems to show this, but the zoning maps may now depict these parcels as falling outside of project boundaries. The graphics are unclear and contradictory on this point.
The area of existing apartments and houses, included in the water quality ordinance, is now excluded from the proposed zoning plan. However, these small parcels don't sum to 12 acres. The trip generation from these existing land uses, probably minimal, also gets ignored in the current TIA.
The new application references an abandoned road right-of-way that will also be legally vacated, and therefore is excluded from the project area. This could account for the remaining acreage, although it is hard to say.
These loose ends with the property descriptions not matching up with the controlling water quality ordinance should be tied up prior to any approvals of this project. Failure to address such ambiguities now will surely lead to more entitlement disputes in the future.

What's Missing in Intersection & Traffic Analysis

The traffic impact analysis (TIA) is incomplete and flawed, ignoring some important potential impacts to nearby intersections that should be included. The only two ways in and out of this property are Mopac on the west (northbound frontage road), and Brodie Lane on the east (through Lowe's property).
First, there's no estimates supplied for travel on the main Mopac freeway lanes to the west. While this may be a small enough fraction

of total traffic to safely disregard, the omission of an estimate does not prove this point.
Second, traffic turning from Ben Garza Lane onto the one-way Mopac frontage road has nowhere to go but to the next intersection north, Mopac and US 290. Therefore, estimates should be supplied for traffic impacts there, as well as for the next intersection east, of Brodie Lane with US 290.

Hazards for Mopac Frontage Road & Freeway On-Ramp

Of more consequence, a planned driveway intersects with the northbound frontage road only a scant few feet south of an entrance ramp to Mopac. A future extension of Ben Garza Lane also intersects with the frontage road a few yards past this same ramp. This arrangement is fraught with potential hazards.
Drivers would likely cut from the driveway over three lanes of frontage road to enter Mopac—rather than driving two miles north through three signal lights to reach the next on-ramp.
Likewise, at Ben Garza Lane drivers might be tempted to cut laterally across the frontage road and disregard some solid painted lines in order to get on the entrance ramp. Or they could chance driving a few feet illegally the wrong way down the one-way road before turning onto the ramp.
Even if such risky behavior doesn't occur, traffic inevitably will slow or halt while making turns at Ben Garza Ln and the driveway. Through-traffic on the frontage road could back up, interfering with the ramp operation.
These driving maneuvers aren't physically separated enough to avoid likely conflicts. The applicants should take steps to responsibly address these serious problems.

More Traffic at Peak Hours

AM Peak Hour Trips
INTERSECTION
Existing (2012)
2017 Forecast + Site Generated
Difference
Percent Over Existing
William Cannon Drive & Mopac south bound frontage rd
2,786
3,636
850
30%
William Cannon & Mopac north bound frontage road
3,934
4,590
656
17%
NBFR & Gaza Ranch Driveway A
2,222
3,009
787
35%
NBFR & Ben Garza Lane
1,371
2,140

769
56%
Brodie Lane & Ben Garza Ln / Oakdale Drive
2,213
3,344
1,131
51%
Brodie & William Cannon Dr
4,847
5,879
1,032
21%

PM Peak Hour Trips
INTERSECTION
Existing (2012)
2017 Forecast + Site Generated
Difference
Percent Over Existing
William Cannon Drive & Mopac south bound frontage rd
4,359
5,750
1,393
32%
William Cannon & Mopac north bound frontage road
4,127
5,212
1,085
26%
NBFR & Gaza Ranch Driveway A
1,176
1,949
773
66%
NBFR & Ben Garza Lane
722
1,395
673
93%
Brodie Lane & Ben Garza Ln / Oakdale Drive
2,493
3,886
1,393
56%
Brodie & William Cannon Dr
6,005
7,991
1,986
33%

Congestion Claims & Cures Are Suspect
Applicants assert that more than 40 percent of traffic generation from the shopping center and restaurant at peak hours originate from "pass-by" or "internal capture," which reduces the apparent effects on adjacent roads.
Any traffic stopping at the center or restaurant could be considered "pass-by" on a one-way frontage road. There is also a quandary about whether or not such arbitrary reductions were applied to reduce estimates of traffic entering and leaving the development, which they

should not be. These assumed reductions for both pass-by and internal capture should be halved as a conservative measure.

There are certain off-site improvement upgrades advanced to deal with increasing traffic. However, these seem rather small and non-specific. The TIA proposes to "optimize signal timing" at the intersections of Brodie Lane with William Cannon; Brodie at Ben Garza; and the Mopac frontage roads at William Cannon.

At this last intersection, they propose to build a "NB right-turn lane," "SB right-turn lane," and "EB channelized right-turn lane." However, graphics and text describing the number of lanes and their designations exactly matches what is already there at the intersection. It is unclear just what additional construction would occur.

Moreover, "The interchange continues to operate at LOS [Level of Service] F under 2017 site plus forecasted traffic conditions during both the AM and PM peak periods, assuming the following improvements..." [emphasis added] In other words, there are no timetables or commitments made by the applicants to fund the improvements.

The most problematic intersection is Brodie Lane with William Cannon Drive. According to a City staff memo, current 2014 conditions are LOS E (near failure) for both AM and PM peak hours.

The TIA states the intersection will operate at LOS D and E, "assuming the following improvements... [of signal optimization and] [c]onstruction of an additional left-turn lane on the northbound approach of Brodie Lane." [emphasis added] This would produce slight improvement in the morning and keep evening at the same LOS.

Yet, the TIA notes parenthetically in the same passage: "Review of this intersection indicates that there is no available right-of-way to construct this improvement; therefore this improvement is not likely to occur. Without this improvement, the intersection operates at LOS E and F during the AM and PM peak periods, respectively."

With this more realistic caveat, the AM peak stays just as bad, while the PM peak moves from near-failure to failure with the addition of Garza Ranch plus forecast growth.

Recommendations

First, Ben Garza Lane should simply not be extended, at least on the present alignment. If it is to be extended through the property, then a zig-zag route connecting through parking lots or a broken route with speed bumps and stop signs, or the like, should be used to discourage through-travel.

The request for development allowing 10,000 to 14,000 more unadjusted trips per day should be denied.

If there is implied commitment already by the City to allow applicants to make full use of their present impervious cover and height limits within a normal minimum parking ratio, then a different mix of land uses can yield up an equivalent value with far less trip generation. Housing is the most acute need, and it generates much less travel per each building square foot than either the office, retail or restaurant uses.

While a 'new urbanist' philosophy can be used to justify "mixed use" projects it is clear that this project will produce a large amount of traffic entering and leaving the site, with minimal "internal capture." Retail should only be allowed sufficient to serve apartment residents' needs and be incorporated into the ground floors of the multifamily buildings.

If feasible, entry should be from the existing small commercial center to the south, on the side fronting on William Cannon. Exit should be to Mopac frontage road north of the entrance ramp and channelized to merge with existing lanes in a northbound direction beyond the property's north boundary. This will avoid the hazards

and congestion for the Mopac corridor inherent in this current plan.

Any zoning decision must be tied to a binding commitment through deed restrictions that affirms the water quality restrictions, overall building entitlements, and apply to the entire 34 acres of Garza Ranch.

Certain improvements to the overall deal not directly related to -- but affected by -- traffic should be applied: a meaningful building setback from greenbelts, neighboring residential property, the Country White sinkhole, and the Violet Crown Trail would lessen pollution and traffic impacts on these areas. Also, covering parking areas for more pollution and runoff source control and using the resulting cleaner captured rainfall for irrigation in appropriate areas and amounts should be considered.

Bill Bunch
SOS Alliance

January 14, 2015

Western Oaks Property Owners Association
Woodcreek Rd.
Austin, Texas 78749

Ms. Wendy Rhoades
City of Austin
505 Barton Springs Rd.
One Texas Center, 5th Floor
Austin, Texas 78704

RE: C14-2014-0011A and C14-2014-0011B

Dear Ms. Rhodes,

Western Oaks Property Owners Association (WOPOA) is a party to zoning cases numbered C14-2014-0011A and C14-2014-0011B.

WOPOA opposes any change to the zoning, conditional overlays or restrictive covenant which removes the limits on the number of daily vehicle trips. The current zoning and encumbrances allow for 6,000 vehicular trips per day. The applicant wants to increase the number by almost 3 times to 16,000 trips. This is unacceptable on roadways that are overcrowded and a major intersection (MOPAC access and Wm. Cannon) that already operates at a level "F".

A change in the land use of this property, and the traffic it would generate, should not be considered until such time that the roadways and intersections are improved to handle the additional number of daily vehicular trips. A policy of adding development without infrastructure has created historic gridlock in Southwest Austin and cannot continue. Adding 16,000 more vehicular trips per day is inappropriate, unsustainable and hazardous.

Regards,

Tracy Watson
President, Western Oaks Property Owners Association
4910 Woodcreek Rd.
Austin, Texas 78749
(512) 917-6345
Bldoff@aol.com

Rhoades, Wendy

From: Mary Castetter [redacted]
Sent: Tuesday, January 27, 2015 4:21 PM
To: Rhoades, Wendy; Wells, Johnnie
Cc: Summers, Sara S.; Tracy Watson
Subject: RE: Updated backup for Garza Ranch cases

That is fine.

Mary Lee Castetter
Sr. VP of Administration

Texas Association of Builders
313 E. 12th St., Suite 210
Austin, Texas 78701

512-476-6346 (phone)
512-476-6427 (fax)

-----Original Message-----
From: Rhoades, Wendy [mailto:Wendy.Rhoades@austintexas.gov]
Sent: Tuesday, January 27, 2015 3:57 PM
To: Mary Castetter; Wells, Johnnie
Cc: Summers, Sara S.; Tracy Watson
Subject: RE: Updated backup for Garza Ranch cases

Ms. Castetter,
I have relayed the request for postponement to the Applicant, however they are only agreeable to a postponement until the next Council meeting date of February 12th. Could you let me know if this date is agreeable to your group?

Thank you,
Wendy

-----Original Message-----
From: Mary Castetter [redacted]
Sent: Monday, January 26, 2015 11:39 AM
To: Rhoades, Wendy; Wells, Johnnie
Cc: Summers, Sara S.; Tracy Watson
Subject: RE: Updated backup for Garza Ranch cases

Thursday, February 26. 2015

Mary Lee Castetter
-----Original Message-----
From: Rhoades, Wendy [mailto:Wendy.Rhoades@austintexas.gov]
Sent: Monday, January 26, 2015 11:38 AM
To: Mary Castetter; Wells, Johnnie
Cc: Summers, Sara S.; Tracy Watson

Subject: RE: Updated backup for Garza Ranch cases

The Garza Ranch zoning cases are scheduled for 2 p.m. on January 29th (items 38 and 39). Does the Neighborhood wish to request postponement of these cases to a subsequent Council meeting date?
WR

-----Original Message-----
From: Mary Castetter [[redacted]
Sent: Monday, January 26, 2015 11:35 AM
To: Rhoades, Wendy; Wells, Johnnie
Cc: Summers, Sara S.; Tracy Watson
Subject: RE: Updated backup for Garza Ranch cases

We were told that it was on the docket for January 29th. When is the item on the City Council docket?

Mary Lee Castetter
Sr. VP of Administration

Texas Association of Builders
313 E. 12th St., Suite 210
Austin, Texas 78701

512-476-6346 (phone)
512-476-6427 (fax)

-----Original Message-----
From: Rhoades, Wendy [mailto:Wendy.Rhoades@austintexas.gov]
Sent: Monday, January 26, 2015 11:33 AM
To: Mary Castetter; Wells, Johnnie
Cc: Summers, Sara S.; Tracy Watson
Subject: RE: Updated backup for Garza Ranch cases

Dear Ms. Castetter,
Thank you for your email. Could you please confirm which Council date you are requesting postponement of the Garza Ranch cases? As information, the next two Council meeting dates are Thursday, February 12th and Thursday, February 26th. Once I receive this, I will inform the Applicant of the Neighborhood's request.

Thank you,
Wendy
512-974-7719

-----Original Message-----
From: Mary Castetter [[redacted]
Sent: Monday, January 26, 2015 9:43 AM
To: Rhoades, Wendy; Wells, Johnnie
Cc: Summers, Sara S.; Tracy Watson
Subject: RE: Updated backup for Garza Ranch cases
Importance: High

Dear Ms. Rhoades,

On behalf of the Western Oaks Property Owners Association, we request that the cases C14-2014-0011A and C14-2014-0011B - Garza Ranch be postponed for hearing and action before the Austin City Council on January 29, 2015. Please let us know if we should take further action or notice other City of Austin staff to have this request considered.

Regards,

Land Development Committee
Western Oaks Property Owners Association

-----Original Message-----
From: Rhoades, Wendy [mailto:Wendy.Rhoades@austintexas.gov]
Sent: Wednesday, December 31, 2014 11:10 AM
To: Wells, Johnnie
Cc: Mary Castetter; Summers, Sara S.
Subject: FW: Updated backup for Garza Ranch cases

Hello All and Happy New Year,
I am attaching the most up to date version of the staff report for the Garza Ranch rezoning cases which have been postponed until the January 29, 2015 Council meeting. It contains all of the correspondence I've received to date and is located at the back of this packet. If there are specific transportation-related questions, I will need to coordinate a response with Mr. Ivan Naranjo, who reviewed the Applicant's transportation impact analysis and prepared the staff memo summarizing its findings and recommendations (please refer to Attachment A which begins on page 10 of this document).

Sincerely,
Wendy Rhoades
512-974-7719

OHAN

OAK HILL ASSOCIATION OF NEIGHBORHOODS

January 29, 2015

Via email to Jerry.Rusthoven@austintexas.gov and Greg.Guernsey@austintexas.gov

Mr. Greg Guernsey
Director, Planning and Development Review
City of Austin
505 Barton Springs Road, 5th Floor
Austin, Texas 78701

RE: Garza Tract—C14-2014-0011A and C14-2014-0011B

Dear Mr. Guernsey:

I am the newly-elected President of OHAN for 2015.

The above-referenced zoning cases are set on Council agenda for today at 2pm. My understanding is that Mr. Rusthoven has confirmed with Tracy Watson that the Western Oaks Property Owners Association ("Western Oaks POA") and the applicant are in agreement to postpone these items to February 12, 2015.

As you are aware, OHAN provided a letter of support back in 2006. You have recently received a letter dated December 4, 2014, from the then-President of OHAN, James Schissler. That letter was written by the previous President based on the facts as they existed at that time (no member of OHAN had raised any issue regarding these zoning cases).

While OHAN continues to support the zoning cases, it appears that a couple of neighborhood groups who are OHAN members, including Western Oaks POA, have some concerns about vehicle trip generation and the transportation issues those trips raise. As President, I have facilitated a meeting between the owner group and Western Oaks POA's Land Development Committee. The owner group was forthcoming and has committed to providing additional information to Western Oaks POA's Land Development Committee. I am committed to facilitating meetings between our member groups and the owner group to continue to work through these issues.

If you have any questions, please feel free to contact me at (512) 263-2666 x103.

/s/ Darryl W. Pruett
Darryl Pruett, President
Oak Hill Association of Neighborhoods

cc:

ellen.troxclair@austintexas.gov

steve.adler@austintexas.gov
ora.houston@austintexas.gov
delia.garza@austintexas.gov
pio.renteria@austintexas.gov
greg.casar@austintexas.gov
ann.kitchen@austintexas.gov
don.zimmerman@austintexas.gov
leslie.pool@austintexas.gov
kathie.tovo@austintexas.gov
sheri.gallo@austintexas.gov
amelia.lopez@lopezconsulting.com