

ZONING CHANGE REVIEW SHEET

CASE: C14-2015-0127 – Lexington Parke II

Z.A.P. DATE: October 20, 2015

ADDRESS: Northwest quadrant of Ross Road and Pearce Lane

DISTRICT AREA: 2

OWNER: Lexington 281, L.P.
(Mehrdad Moayed)

APPLICANT: Roberts Communities
(Scott Roberts)

AGENT: Husch Blackwell, LLP (Nikelle Meade)

ZONING FROM: SF-4A; MF-3 **TO:** MH **TOTAL AREA:** 180.93 acres

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant mobile home residence (MH) district zoning.

If the requested zoning is granted, then 57 feet of right-of-way should be dedicated from the existing centerline of Ross Road in accordance with the Transportation Plan.

ZONING AND PLATTING COMMISSION RECOMMENDATION:

October 20, 2015: *APPROVED MH DISTRICT ZONING WITH R-O-W DEDICATION ON ROSS ROAD AS STAFF RECOMMENDED, WITH AN ADDITIONAL CONDITION THAT THE NEW DEVELOPMENT WOULD NOT BE COMPLETED UNTIL PEARCE LANE IS IMPROVED, WITH SPECIAL CONSIDERATION GIVEN TO BUFFERED BIKE LANES.*

[S. HARRIS; S. LAVANI – 2ND] (6-1) T. WEBER – NAY; G. ROJAS;

D. BREITHAUPT; J. KIOLBASSA – ABSENT; 1 VACANCY ON THE COMMISSION

NOTES: *DIRECTED STAFF TO PROVIDE A MEMO TO COUNCIL REGARDING THE EXISTING STATE OF PEARCE LANE, IN ADDITION TO PLANNED IMPROVEMENTS AND THEIR TIME FRAME. DIRECTED APPLICANT TO SUBMIT A TEMPLATE FOR A MANUFACTURED HOME PARK REGIME THAT WILL SPECIFY THE RIGHTS OF RESIDENTS, AND THE LANDOWNER'S ORGANIZATION AND OPERATIONS.*

ISSUES:

A memo to Council regarding the existing and future characteristics of Pearce Lane is provided as Exhibit A-3.

The Applicant is in agreement with the Zoning and Platting Commission's recommendation.

DEPARTMENT COMMENTS:

The proposed rezoning area consists of undeveloped tracts located north and east of the SH 130 frontage lanes and Pearce Lane, and has multifamily residence – medium density (MF-3) zoning by a 2008 case and single family residence – small lot (SF-4A) zoning by a 2003 case. As shown on the zoning map, the northern portion of the SF-4A zoned area is part of the platted Lexington Parke Section One subdivision that was recorded in April 2004 (C8J-03-0111.1A.SH).

There is undeveloped land to the north (County), existing single family residences in the Lexington Parke Section One subdivision that borders the northeast property line (SF-4A), Del Valle ISD elementary and middle schools along a southeast property line (I-RR), the Oak Ranch manufactured home park to the south and east (MH-CO), single family residences on large lots across Pearce Lane to the south (County), and a County Park and the northbound frontage lanes of SH 130 to the west. Please refer to Exhibits A (Zoning Map) and A-1 (Aerial View).

The Applicant has proposed mobile home residence (MH) district zoning for the purposes of expanding the existing Oak Ranch manufactured home park with an additional 855 manufactured home spaces in a master planned community setting, to be constructed in three or four phases. The park will take access to Pearce Lane and Ross Road from existing streets in the Oak Ranch and Lexington Parke developments, respectively. A conceptual layout is provided as Exhibit A-2. The adjacent GR-CO zoned property at the corner of Pearce Lane and SH 130 is not part of this rezoning application and is planned for 10,000 square feet of office space, 65,000 square feet of commercial shopping center and a service station with food sales use.

Staff supports the Applicant's request for MH zoning as it allows for the expansion of the existing manufactured home park and is a compatible land use with the existing single family residential subdivisions in the vicinity. There are site development regulations for manufactured home parks, including area requirements, setbacks, internal street and driveway widths, parking, open space, fencing, landscaping and pedestrian access, further outlined on pages 5 and 6 of this report. Commercial zoning for services supporting the new residences as well as those in proximity is located on Pearce Lane at its intersections with SH 130 and Ross Road, and along East State Highway 71.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	SF-4A; MF-3	Undeveloped
<i>North</i>	County	Undeveloped
<i>South</i>	County; MH-CO	Single family residences on large lots; Oak Ranch manufactured home park and amenity center
<i>East</i>	MH-CO; I-RR; SF-4A	Oak Ranch manufactured home park and amenity center; Del Valle ISD Elementary and Middle Schools; Lexington Parke Section I single family subdivision. Across Ross

		Road: Berdoll Farms single family subdivision
West	GR-CO; County	Undeveloped; Barkley Meadows Park; Northbound lanes of SH 130

AREA STUDY: N/A

TIA: Update postponed until Site Plan
– Please refer to Attachment A

WATERSHEDS: Dry Creek East, Onion Creek **DESIRED DEVELOPMENT ZONE:** Yes

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: Yes – SH 130

NEIGHBORHOOD ORGANIZATIONS:

627 – Onion Creek Homeowners Association
 774 – Del Valle Independent School District
 1083 – Berdoll Farms/Meadows
 1228 – Sierra Club, Austin Regional Group
 1252 – Lexington Parke Neighborhood Association
 1258 – Del Valle Community Coalition
 1363 – SEL Texas
 1528 – Bike Austin
 1005 – Elroy Preservation Association
 1138 – Far Southeast Improvement Association
 1340 – Austin Heritage Tree Foundation
 1447 – Friends of the Emma Barrientos MACC
 1530 – Friends of Austin Neighborhoods

SCHOOLS:

An educational impact statement from the Del Valle Independent School District is provided as Attachment B.

Del Valle Elementary School Del Valle Middle School Del Valle High School

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2015-0117 – Velocity Crossing – 3311 S FM 973 Rd and E SH 71	DR; I-RR; CS-CO to LI-PDA for 390+ acres	Not yet scheduled	Not yet scheduled
C14-2008-0183.SH – Lexington Parke – North of Pearce Ln and East of SH 130	DR; SF-4A to GR; MF-3	To Grant GR-CO w/CO prohibiting auto sales, and MF-3 w/conditions of the TIA	Apvd GR-CO and MF-3 as Commission recommended (6-11-2009).
C14-2007-0271 – Deerwood Manufactured Home Park – 12400 Pearce Ln	I-RR to MH	To Grant MH-CO w/CO for 2,000 trips and conditions of r-o-w on Pearce Ln and Ross Rd	Apvd MH-CO w/a Street Deed for r-o-w on Pearce Ln and Ross Rd as Commission recommended (4-24-2008).

C14-97-0005 – Deerwood - A Planned Residential Community – Pearce Ln and Ross Rd	DR to MH	To Grant MH, with conditions	Approved MH w/a Restrictive Covenant that a landscaping buffer be maintained in the 25' setback on Pearce Ln that includes 20 2-inch caliper trees, and vehicle and pedestrian access (4-24-1997).
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RELATED CASES:

The Pearce Lane frontage was annexed into the City limits on July 18, 1985 and zoned DR. The remaining acreage was annexed into the City limits on September 8, 2003 (C7A-03-015 – Ordinance Number 030828-31). On December 11, 2003, a zoning change from DR and I-RR to SF-4A for 950 small lot single family residential lots was approved along with a Traffic Impact Analysis for 218.75 acres on Pearce Lane and Ross Road (C14-03-0135.SH).

On June 11, 2009, the south portion was approved for rezoning from SF-4A to MF-3 and included a traffic impact analysis (C14-2008-0183.SH – Lexington Parke). A revision to the original preliminary plan (Case No. C8J-03-0111.SH) that identified commercial and multifamily land uses was approved by the Zoning and Platting Commission on July 7, 2009 (C8-2008-0167.SH). Please refer to Exhibit B.

EXISTING STREET CHARACTERISTICS:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Ross Road	95 feet	30 feet	Arterial	Yes	Yes; Bike Lane; Route # 73	Yes
Pearce Lane	ROW varies, 66-86 feet	33 feet	Arterial	Yes (Incomplete)	Yes; Wide Curb; Route # 70	No
Fort Lexington Drive	64 feet	37 feet	Residential Collector	Yes	No	Yes
St. Thomas Drive	50 feet	27 feet	Local	Yes (Incomplete)	No	Yes

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a protected bike lane is recommended for Pearce Lane.

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a buffered bike lane is recommended for Ross Road.

CITY COUNCIL DATE: November 12, 2015 **ACTION:**

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

ORDINANCE NUMBER:

CASE MANAGER: Wendy Rhoades
e-mail: wendy.rhoades@austintexas.gov

PHONE: 512-974-7719

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.



N
1' = 400'

Legend

-  Full Developed Floodplain
-  Base Map

ZONING CASE#: C14-2015-0127
ZONING CHANGE: SF-4A to MH
LOCATION: St. Thomas Drive
SUBJECT AREA: 180.93 ACRES

EXHIBIT A



This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



EXHIBIT A-2
CONCEPTUAL LAYOUT



City of Austin

Founded by Congress, Republic of Texas, 1839
Development Services Department
P.O. Box 1088, Austin, Texas 78767

TO: Wendy Rhoades, Planning and Zoning Department
FROM: Amanda Couch, Development Services Department
DATE: November 3rd, 2015
SUBJECT: Lexington Parke II rezoning case (Case Number: C14-2015-0127)

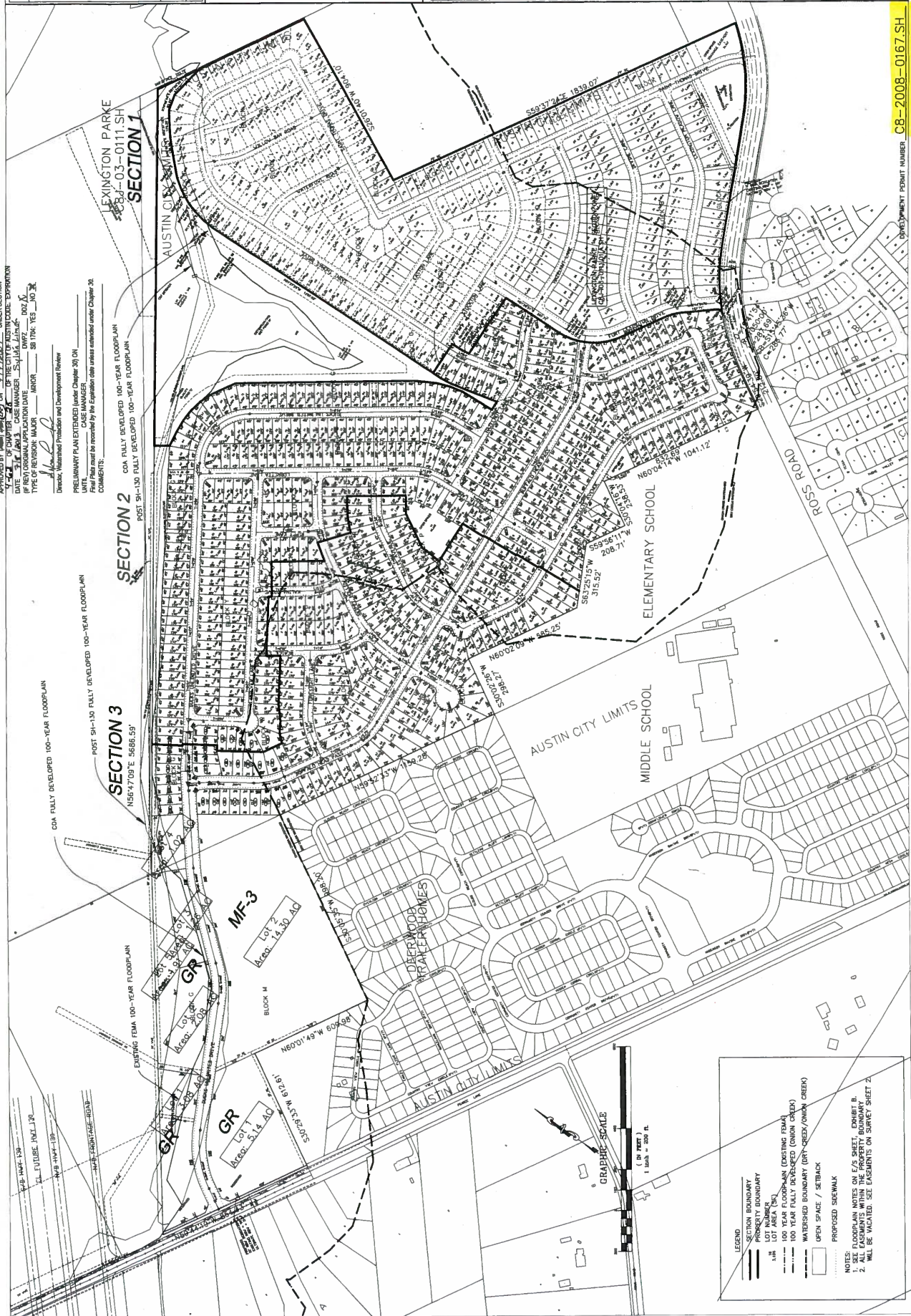
As requested by the Zoning and Platting Commission, the purpose of this memo is to describe the existing characteristics of Pearce Lane, in addition to planned improvements and their time frame for construction. Pearce Lane, from SH 130 to Ross Road, is identified in the Austin Metropolitan Area Transportation Plan (AMATP) as a minor, 2 lane arterial roadway and has approximately 80 feet of right-of-way.

Staff has inquired with the Austin Transportation Department about any planned or funded projects in process to improve or widen Pearce Lane. According to the Area Engineer, Anna Martin, there are currently no planned or funded projects in process for Pearce Lane. In the absence of any planned or funded projects, the AMATP identifies Pearce Lane as a major, 4-lane arterial roadway in 2025. It is the developer's responsibility to dedicate right-of-way in accordance with the AMATP and to construct sidewalks along the roadway which abuts their property.

If you need additional information, please contact me at 512-974-2881, or the Transportation Supervisor, Sangeeta Jain, at 512-974-2219.

**Amanda Couch, Senior Planner
Development Services Department**

EXHIBIT A-3



PRELIMINARY PLAN APPROVAL
SHEET 3 OF 3
APPROVED BY AUSTIN CITY LIMITS ON 7/7/2009 UNDER SECTION 17.04 OF CHAPTER 253, A.C.L. CODE
IF REVISIONS ARE REQUIRED, SUBMIT WITHIN 30 DAYS OF DATE OF APPROVAL
TYPE OF REVISION: MAJOR MINOR SS 1704: YES NO X
Director, Watershed Protection and Development Review
PRELIMINARY PLAN EXTENDED (under Chapter 20) ON
Final Plan must be submitted by the Expiration date unless extended under Chapter 20.
COMMENTS:

SECTION 1
COA FULLY DEVELOPED 100-YEAR FLOODPLAIN
POST 91-130 FULLY DEVELOPED 100-YEAR FLOODPLAIN

SECTION 2
COA FULLY DEVELOPED 100-YEAR FLOODPLAIN
POST 91-130 FULLY DEVELOPED 100-YEAR FLOODPLAIN

SECTION 3
COA FULLY DEVELOPED 100-YEAR FLOODPLAIN
POST 91-130 FULLY DEVELOPED 100-YEAR FLOODPLAIN

LEGEND

- SECTION BOUNDARY
- PROPERTY BOUNDARY
- LOT NUMBER
- LOT AREA (SQ. FT.)
- 100 YEAR FULLY DEVELOPED (UNION CREEK)
- WATERSHED BOUNDARY (UNION CREEK/OWEN CREEK)
- OPEN SPACE / SETBACK
- PROPOSED SIDEWALK

NOTES:

- SEE FLOODPLAIN MAPS ON E/S SHEET, SHEET 2, WILL BE VACATED. SEE EASEMENTS ON SURVEY SHEET 2.

EXHIBIT B
REVISED
PRELIMINARY
PLAN
APPROVED 07/2009



TRANSPORTATION IMPACT ANALYSIS WAIVER

Applicant: Alliance Transportation Group (Trey Gamble, P.E.) **Phone #:** (512) 821 - 2081
11500 Metric Blvd, Suite 150 **Fax #:** (512) 821 - 2085
Austin, Texas 78758

Project Name: Lexington Parke II
Project Location: Pearce Lane and Ross Road, Austin, Texas 78617
Case No.: C14-2015-0127

Waiver(s) Requested: Waiver from Traffic Impact Analysis

Response: TIA Update postponed until Site Plan.

Conditions/Comments:

This development has previously submitted a TIA (in 2003) and TIA Addendum (in 2008) for this project. The approved land uses for the prior analyses were estimated to generate more peak hour trips than the revised land use(s) within the zoning application, as determined by ITE Trip Generation rates. Therefore, the TIA will need revision to reflect the proposed changes. The summary table below provides the changes in estimated trip generation.


Trip Generation Comparison Summary*			
Source Document	Daily Totals	AM Peak	PM Peak
2008 TIA Addendum	14,498	922	1,247
2015 revisions	14,668	680	948
Net change	+ 170 additional	242 fewer	299 fewer

*Information is from Table 5 provided in attached memorandum dated September 22, 2015.

The applicant is granted a postponement of the requirement to provide a revised TIA until site plan.

If you have any questions or require additional information, please contact me at (512) 974 - 2208.

Attachment



Scott A. James, P.E., PTOE
Engineer ~ Transportation Review
City of Austin - Development Services Department

October 8, 2015

Date

ATTACHMENT A

September 22, 2015

Mr. Scott James
City of Austin - Development Services Department
505 Barton Springs Road
Austin, Texas 78704

AUSTIN OFFICE

11500 Metric Blvd.
Bldg. M-1, Suite 150
Austin, TX 78758
PHONE 512.821.2081
FAX 512.821.2085
TOLL FREE 866.576.0597
T.B.P.E. Firm Registration No. 812

Re: Lexington Parke II TIA Waiver Request (Case C14-2015-0127)

Dear Scott,

The proposed Lexington Parke II development is located in the northwest corner of the intersection of Ross Road with Pearce Lane, near the interchange of SH 71 and SH 130, in Austin, Texas. The proposed access to the site is to be via three driveways, two along Ross Road and one along Pearce Drive (to be called Unlimited Ducks Drive). The Lexington Parke II development is currently proposed to consist of 900 manufactured homes, 10.0 KSF of general office, 65.0 KSF of shopping center, and a gas station with convenience store. This letter is to serve as the request for a TIA waiver for Lexington Parke II development.

The original TIA for this development was completed and approved in 2003, at which time the development was to be comprised of 950 units of single-family detached housing. SH 130 was not included in this 2003 analysis. In 2008, an update to the TIA was performed to reflect the change of land uses from single-family residential to single-family residential, multi-family apartments, and commercial land uses pursuant to case C14-01-0183 (as shown in the site plan in **Figure 1**). This 2008 study also reflects the construction of SH 130 with modifications to trip distribution and additional study intersections. Residential land uses proposed as part of the 2008 TIA are now proposed to be rezoned and classified as manufactured housing (i.e. mobile homes) pursuant to case C14-2015-0127.

Alliance Transportation Group, Inc. has been retained to compare the allocation of Peak Hour Trips (PHTs) from the 2008 TIA update for the Lexington Parke development to the current proposed development, including previously developed parcels. As documented in the 2008 TIA, the total number of unadjusted PM Peak Period PHTs for the entire development is 1,530, and the total number of adjusted PM Peak Period PHTs for the entire development is 1,247 (shown in **Table 1** and **Table 2**, respectively). These trips were derived using the *ITE Manual, 7th Edition*.



Figure 1: Lexington Parke II Site Plan (as shown in the 2008 TIA)

Table 1. Unadjusted ITE Trip Generation - 2008 TIA

ITE CODE	ITE DESCRIPTION	UNITS		UNADJUSTED TRIPS						
				DAILY		AM PEAK		PM PEAK		
				TOTAL	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
210	Single Family	875	DU	7,469	621	155	466	755	476	279
220	Apartment	250	DU	1,653	126	25	101	155	101	54
710	General Office	10.0	KSF	110	16	14	2	15	3	13
820	Shopping Center	65.0	KSF	5,133	121	74	47	471	226	245
853	Gas Station with Convenience Store	10	Fueling Positions	1,628	101	50	50	134	67	67
Total				16,172	985	318	666	1,530	873	657

Table 2. Adjusted ITE Trip Generation - 2008 TIA

ITE CODE	ITE DESCRIPTION	UNITS		ADJUSTED TRIPS						
				DAILY		AM PEAK		PM PEAK		
				TOTAL	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
210	Single Family Housing	875	DU	7,376	621	155	466	747	476	271
220	Apartment	250	DU	1,378	126	25	101	144	94	50
710	General Office	10.0	KSF	92	16	14	2	13	3	10
820	Shopping Center	65.0	KSF	4,296	121	74	47	283	136	147
853	Gas Station with Convenience Store	10	Fueling Positions	1,356	38	19	19	60	30	30
Total				14,498	922	287	635	1,247	739	508

With the exception of approximately 87 single-family detached lots which have been developed, all the residential land uses shown in **Table 1** and **Table 2** are proposed to be rezoned and classified as 900 units of manufactured housing. The updated unadjusted and adjusted trip generation for the entire development, including the portion of single-family lots which have already been developed, are shown in **Table 3** and **Table 4**, respectively. These trips were derived using the *ITE Manual, 9th Edition*.

Table 3. Unadjusted ITE Trip Generation – Proposed 2015 Land Uses

ITE CODE	ITE DESCRIPTION	UNITS		UNADJUSTED TRIPS						
				DAILY	AM PEAK		PM PEAK			
				TOTAL	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
240	Mobile Home Park	900	DU	3,446	396	79	317	515	319	196
710	General Office	10.0	KSF	228	30	27	4	90	15	74
820	Shopping Center	65.0	KSF	5,133	120	74	46	449	215	233
853	Gas Station with Convenience Store	10	Fueling Positions	5,426	166	83	83	191	95	95
	Total			14,233	712	263	450	1,244	644	598
210	Single-Family Detached Housing	87	DU	924	71	18	53	93	58	34
	Grand Total			15,157	783	281	503	1,337	702	632

Table 4. Unadjusted ITE Trip Generation – Proposed 2015 Land Uses

ITE CODE	ITE DESCRIPTION	UNITS		ADJUSTED TRIPS						
				DAILY	AM PEAK		PM PEAK			
				TOTAL	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
240	Mobile Home Park	900	DU	3,431	396	79	317	500	310	190
710	General Office	10.0	KSF	216	31	27	4	77	13	64
820	Shopping Center	65.0	KSF	4,918	120	74	46	232	109	123
853	Gas Station with Convenience Store	10	Fueling Positions	5,182	62	31	31	50	25	25
	Total			13,747	609	211	398	859	457	402
210	Single-Family Detached Housing	87	DU	921	71	18	53	89	56	33
	Grand Total			14,668	680	229	451	948	513	435

As shown in **Table 3** and **Table 4**, the total number of unadjusted PM Peak Period PHTs for the entire development is 1,337, and the total number of adjusted PM Peak Period PHTs for the entire development is 948. **Table 5** presents the difference in PHTs between the 2008 TIA and the new 2015 proposed land uses.

Table 5. Trip Generation Comparison Summary
ADJUSTED TRIPS

Trip Generation Source	ADJUSTED TRIPS						
	DAILY TOTAL	AM PEAK TOTAL	ENTER	EXIT	PM PEAK TOTAL	ENTER	EXIT
Previous 2008 TIA Update	14,498	922	287	635	1,247	739	508
Proposed 2015 Uses	14,668	680	229	451	948	513	435
Change in Trips	170	-242	-58	-184	-299	-226	-73

As shown in **Table 5**, the proposed 2015 land uses for the Lexington Parke II development result in slightly more daily trips, but fewer AM PHTs and PM PHTs, than the 2008 TIA update.

Due to the proposed change of land uses which results in a decrease of 242 generated AM PHT's and 299 PM PHT's for the development, a TIA waiver is requested for the Lexington Parke II development.

The 2008 TIA update provided the following recommended improvements in order to achieve acceptable levels of service under the future build-out conditions at the Lexington Parke site:

- Widen Pearce Lane to four lanes from the SH 130 Northbound Frontage Road to approximately 600 feet east of Ducks Unlimited Drive, with capacity for southbound traffic to make a two-stage left turn.
- Pearce Lane and Ducks Unlimited Drive
 - Construct Ducks Unlimited Drive to have sufficient width to accommodate separate outbound lanes for left-turning and right-turning vehicles.
- FM 97 and Pearce Lane
 - Addition of a 150 foot right-turn bay on the westbound approach

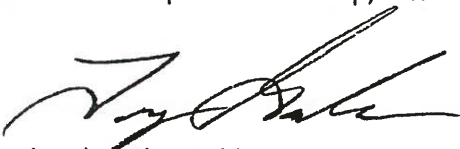
In the 2008 TIA Update it was found that these improvements are not required until prior to the construction of Phase 2 of the development, i.e. after the completion of Phase 1. Phase 1 generates 7,743 daily trips and 715 PM PHTs, per the 2008 TIA Update. As such, the improvements associated with the additional 532 PM PHTs generated by Phase 2 would not need to be implemented until the development exceeds 715 PM PHTs.

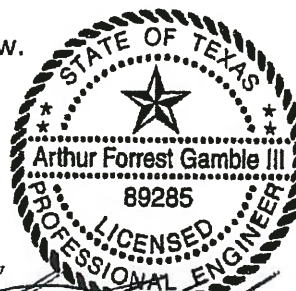
In closing, based on the information contained herein, we request that the TIA for this development be waived.

If you have questions or need additional information, please let us know.


Sincerely,

Alliance Transportation Group, Inc.


Arthur (Trey) Gamble, P.E.,
Senior Transportation Engineer



Arthur Forrest Gamble, III, P.E.


9-22-2015
Digitally signed by Arthur Forrest Gamble III, P.E.
DN: cn=Arthur Forrest Gamble III, P.E., o=Alliance Transportation Group, Inc., ou=Engineering, email=agamble@alliance-tg.com, c=US
Date: 2015.09.22 17:00:53 -0500

Education Impact Statement - DVISD

Lexington Parke II; Case No. C14-2015-0127

10/19/15

The purpose of this letter is to provide you with Del Valle ISD's assessment of the impact of the proposed rezoning on the District and the elementary, middle, and high schools in close proximity to the property described above.

The applicant for rezoning has provided us with information that the proposed rezoning is to construct approximately 855 detached manufactured homes on approximately 180.93 acres of currently-vacant land described above. The land is currently zoned for small lot single family and multi-family uses, and the proposal is to rezone it for manufactures homes. The project would be built in phases, with construction beginning in approximately 24 months and final build-out being completed by 2022. The numbers given below are for full build out of the subdivision.

IMPACT ON SCHOOLS

DVISD's standard formula for manufactured homes is that there will be .65 students per dwelling unit. At this rate, the proposed development of 855 dwelling units is projected to add approximately **555** students over all grade levels to the projected student population. It is estimated that **299** will be assigned to Del Valle Elementary School, **171** to Del Valle Middle School, and **85** to Del Valle High School.

If the property were developed under its current zoning (without the proposed zoning change) and given that the current zoning would result in 1125 dwelling units as opposed to 855, the development under current zoning would be projected to add approximately **731** students over all grade levels to the projected student population (at a rate of .65 students per small lot single family dwelling unit), with **393** assigned to Del Valle Elementary School, **225** to Del Valle Middle School, and **112** to Del Valle High School.

Accordingly, we estimate that neither the proposed rezoning nor the existing zoning will have any negative impact on the operating capacity at these DVISD schools. We will rezone our attendance zones to accommodate the increase of student growth.

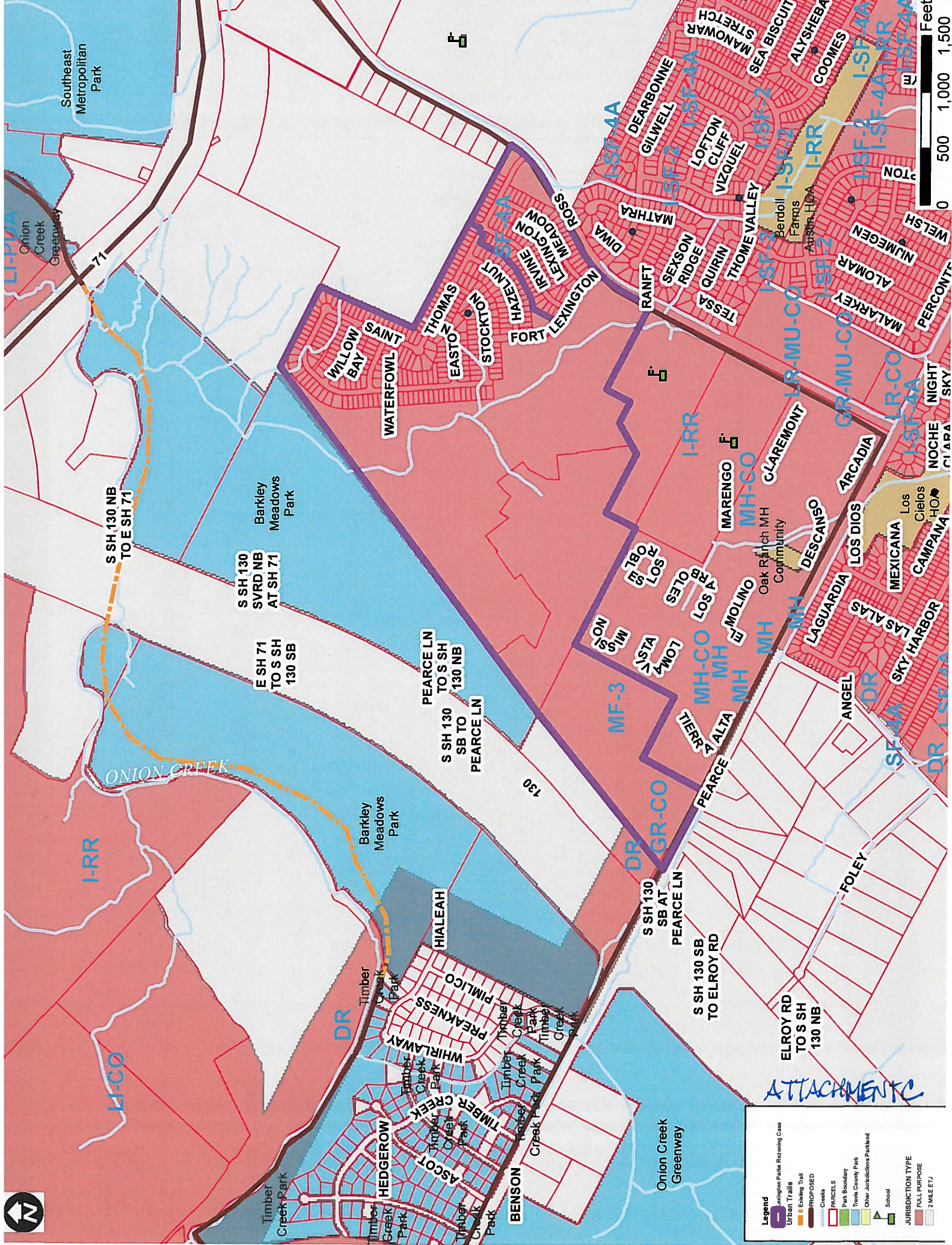
TRANSPORTATION IMPACT

No students within the proposed development would qualify for transportation. Accordingly, the projected number of students would not have an impact on DVISD transportation resources.

SAFETY IMPACT

There are no safety concerns identified at this time.

ATTACHMENT B



Legend

- Unincorporated Park Recreoning Case
- Urban Trails
- Existing Trail
- PROPOSED
- Creeks
- PARCELS
- Park Boundary
- Trunk County Park
- Other Jurisdictional Parkland
- School

JURISDICTION TYPE

- FULL PURPOSE
- 2 MILE ETJ

ATTACHMENT C

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant mobile home residence (MH) district zoning.

If the requested zoning is granted, then 57 feet of right-of-way should be dedicated from the existing centerline Ross Road in accordance with the Transportation Plan.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

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

The mobile home residence (MH) district is intended to provide locations for development of mobile home residence parks and mobile home subdivisions, with standards that ensure a residential environment and compatibility with adjoining family residence neighborhoods.

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

Staff supports the Applicant's request for MH zoning as it allows for the expansion of the existing manufactured home park and will be compatible with the existing single family residential subdivisions in the vicinity. Commercial zoning for services supporting the new residences as well as those in proximity is available on Pearce Lane at its intersection with SH 130 and also at Ross Road, and along East State Highway 71.

EXISTING CONDITIONS**Site Characteristics**

The subject property is undeveloped and relatively flat. There appear to be no significant topographical constraints on the site.

Site Development Regulations

In accordance with LDC Section 25-2-1205, a manufactured home park must comply with the following site development regulations:

- A minimum site area of 90,000 s.f. and a minimum of 20 mobile home spaces
- A minimum of 4,500 s.f. of site area for each dwelling unit
- A minimum street yard of 25 feet and a minimum interior yard of 15 feet. A mobile home may not be placed in a street yard.
- Direct access to a public street with a r-o-w at least 60 feet wide
- Private, paved internal streets at least 30 feet wide. The streets must be continuous and connect with other internal streets or with public streets, or provide a paved cul-de-sac with an 80 foot diameter. Streets ending in cul-de-sacs may not exceed 400 feet.

- A mobile home space must contain at least 2,500 s.f. adjacent to an internal street in order to provide adequate space for moving a mobile home into and out of the space.
- Each mobile home space must have at least one parking space. Additional spaces may be located in one or more common parking areas spread throughout the park.
- A mobile home and an attached accessory structure must be located at least 10 feet from another mobile home or other structure.
- A mobile home stand must be separated from the pavement of an internal street, common parking area, or other common areas by a minimum of 10 feet.
- A minimum of 300 s.f. of open space for each unit is required, with at least 150 s.f. located on each manufactured home space. Open space that is not located on a manufactured home space may be located on common open space areas distributed throughout the park in a manner that provides reasonable/convenient access to each manufactured home space.
- A barrier at least 6 feet tall must be installed and maintained along all boundaries of the park, except where abuts a public right-of-way or another mobile home development.
- A mobile home chassis may not rest more than 3' above ground elevation at the low end, measured at 90 degrees to the frame.
- A required street yard must be landscaped.
- A park must provide pedestrian access to and from each mobile home space and all common facilities. A walkway that is designed separately from internal streets or parking areas must have a minimum paved width of 2 feet.
- The maximum height of a structure is 35 feet.

Comprehensive Planning

The zoning case is located on the east side of Ross Road, on a 181 acre undeveloped tract of land, which is Phase II of an existing mobile home park located to the southwest of this property. The subject property is not located within the boundaries of a neighborhood planning area, and surrounding land uses includes Travis County Barkley Meadows Park and undeveloped land to the north; Del Valle Middle School and Elementary School and Phase I of this mobile home park to the south; vacant land and Highway 130 to the northwest; and undeveloped land and a developing single family subdivision to the east. The proposed use is a mobile home park, with the ability to lease up to 900 manufactured home sites.

Imagine Austin

The following IACP policies are applicable to this project:

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

- **N P1.** Create complete neighborhoods across Austin that have a mix of housing types and land uses, affordable housing and transportation options, and access to schools, retail, employment, community services, and parks and recreation options.
- **HN P10.** Create complete neighborhoods across Austin that have a mix of housing types and land uses, affordable housing and transportation options, and access to healthy food, schools, retail, employment, community services, and parks and recreation options.

Conclusion:

While Phase II of this existing mobile home park is not within walking distance to commercial or retail uses, or a variety of jobs, it is located within a half a mile of a bus stop (on Pearce Lane and Thome Valley Drive) and is less than a mile from Del Valle elementary, middle and high schools, and very close to two parks (Barkley Park and Southeast Metro Park). This project also meets one Imagine Austin core principles for action (p. 10 - 11) namely, '*Develop as an affordable and healthy community*' by providing affordable housing and being within walking distance to several civic uses. Nearby goods and services are also developing near the airport, located less than 2 miles away from this project, and also along SH 71, located to the north, requiring less driving time to reach. Based on the lack of pedestrian amenities in Phase I of this project, staff strongly encourages the developer to consider installing sidewalks and bike trails throughout the project to ensure the project is pedestrian friendly and is connected to nearby public transit. Based on the Imagine Austin text and policies above, this proposed project appears to be partially supported by the Imagine Austin Comprehensive Plan.

Environmental

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Dry Creek East Watershed and the Onion Creek Watershed, which are classified as Suburban Watersheds by Chapter 25-8 of the City's Land Development Code. The site is in the Desired Development Zone.

Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

<i>Development Classification</i>	<i>% of Gross Site Area</i>	<i>% of Gross Site Area with Transfers</i>
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

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

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

Trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 512-974-1876. At this time, site specific information is unavailable regarding other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

Under current watershed regulations, development or redevelopment requires water quality control with increased capture volume and control of the 2 year storm on site.

Transportation

The Austin Metropolitan Area Transportation Plan calls for a total of 114 feet of right-of-way for Ross Road. If the requested zoning is granted, then 57 feet of right-of-way should be dedicated from the existing centerline of Ross Road in accordance with the Transportation Plan. [LDC, Sec. 25-6-51 and 25-6-55].

At the time of site plan, a Neighborhood Traffic Analysis will be required for Saint Thomas Drive and Fort Lexington Drive and will be performed for this project by the Transportation Review staff. Results will be provided in a separate memo [LDC, Sec. 25-6-114]. Traffic counts will need to be provided to the transportation reviewer for all roadways in which this project will be taking access. A neighborhood traffic analysis will not be required if access is prohibited from these roadways.

Urban Trails staff expects that the developer will either provide an easement or construct Tier II trails, as the City does not have funding to construct Tier II Urban Trails at this time. However, per the Urban Trail Master Plan, Urban Trails staff expects to seek easements for future construction, particularly when it makes sense for connectivity and when ROW is not readily available. If found to be necessary for the provision of connectivity and access, we may require the developer to build the Urban Trail. In general, Urban Trails require a 25' easement or the construction of a 12' wide all-weather path with 5' shoulders. The 5' shoulders are required due to the width of City mowers. If the developer will be maintaining the trail, they may see fit to reduce the width of the shoulders. Minimum setback for trails from fixed objects (signs, fencing, etc) is 2'. Please refer to Attachment C.

Currently, the CTRMA is building the shared use path along SH 71, but the path terminates at the Onion Creek Trail (to be constructed by Travis County).

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, water or wastewater easements, 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 and Compatibility Standards

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

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

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

Additional design regulations will be enforced at the time a site plan is submitted.

The site is located within Austin-Bergstrom Overlay Controlled Compatible Land Use Area. No use will be allowed that create electrical interference with navigational signals or radio communications between airport and aircraft, make it difficult for pilots to distinguish between the airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft intending to use the Austin-Bergstrom Airport. Height limitations and incompatible uses with each Airport Overlay zone are established in the Airport Overlay Ordinance.

PUBLIC HEARING INFORMATION

This zoning/rezoning request will be reviewed and acted upon at two public hearings: before the Land Use Commission and the City Council. Although applicants and/or their agent(s) are expected to attend a public hearing, you are not required to attend. However, if you do attend, you have the opportunity to speak FOR or AGAINST the proposed development or change. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

During its public hearing, the board or commission may postpone or continue an application's hearing to a later date, or may evaluate the City staff's recommendation and public input forwarding its own recommendation to the City Council. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice is required.

During its public hearing, the City Council may grant or deny a zoning request, or rezone the land to a less intensive zoning than requested but in no case will it grant a more intensive zoning.

However, in order to allow for mixed use development, the Council may add the MIXED USE (MU) COMBINING DISTRICT to certain commercial districts. The MU Combining District simply allows residential uses in addition to those uses already allowed in the seven commercial zoning districts. As a result, the MU Combining District allows the combination of office, retail, commercial, and residential uses within a single development.

For additional information on the City of Austin's land development process, visit our website: www.austintexas.gov/planning.

Written comments must be submitted to the board or commission (or the contact person listed on the notice) before or at a public hearing. Your comments should include the board or commission's name, the scheduled date of the public hearing, and the Case Number and the contact person listed on the notice.

Case Number: C14-2015-0127

Contact: Wendy Rhoades, 512-974-7719

**Public Hearings: October 20, 2015, Zoning and Platting Commission
November 12, 2015, City Council**

Guadalupe Alonzo
Your Name (please print)

4932 Lexington meadows Ln.

Your address(es) affected by this application

Guadalupe Alonzo

Signature

Oct. 13, 2015
Date

Daytime Telephone: 512-308-2622

Comments: I fear expanding mobile home parks and mobile home subdivisions will lower our property values. we already deal with students from the High school parking in our neighborhood with their speeding and thrash throwing. This prevents the city street cleaning from taking place

If you use this form to comment, it may be returned to:

City of Austin
Planning & Zoning Department
Wendy Rhoades
P. O. Box 1088
Austin, TX 78767-8810

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Case Number: C14-2015-0127

Contact: Wendy Rhoades, 512-974-7719

**Public Hearings: October 20, 2015, Zoning and Platting Commission
November 12, 2015, City Council**

Esther Alonzo
Your Name (please print)

4932 Lexington Meadows Ln
Your address(es) affected by this application

Esther Alonzo
Signature

Oct 13, 2015
Date

Daytime Telephone: 512-551-8986

Comments:

If you use this form to comment, it may be returned to:

City of Austin
Planning & Zoning Department
Wendy Rhoades
P. O. Box 1088
Austin, TX 78767-8810

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Case Number: C14-2015-0127

Contact: Wendy Rhoades, 512-974-7719

**Public Hearings: October 20, 2015, Zoning and Platting Commission
November 12, 2015, City Council**

Dear J Denning
 Your Name (please print)

1007 Pearce Ln Del Valle
 Your address(es) affected by this application

<input type="checkbox"/> I am in favor <input checked="" type="checkbox"/> I object
--

10/12/2015
 Date

512 784-1124
 Daytime Telephone: Signature

Comments: *This sets a horrible precedence for granting along the Southern 130 Corridor. This is already a large mobile home park adjacent but away from 130. This property would make a nice buffer to the lowest cost housing and it would be a shame to have this next to the beautiful park that was just built.*

If you use this form to comment, it may be returned to:

City of Austin
 Planning & Zoning Department
 Wendy Rhoades
 P. O. Box 1088
 Austin, TX 78767-8810

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Case Number: C14-2015-0127

Contact: Wendy Rhoades, 512-974-7719

**Public Hearings: October 20, 2015, Zoning and Platting Commission
November 12, 2015, City Council**

Sigifredo Huerta
Your Name (please print)

4905 Lexington Meadow
Your address(es) affected by this application

[Signature]
Signature

512-627-6330
Daytime Telephone:

10/14/15
Date

<input type="checkbox"/> I am in favor
<input checked="" type="checkbox"/> I object

Comments:

If you use this form to comment, it may be returned to:

City of Austin
Planning & Zoning Department
Wendy Rhoades
P. O. Box 1088
Austin, TX 78767-8810