

ZONING CHANGE REVIEW SHEET**CASE:** C14-2016-0037 (Scofield Apartments)**Z.A.P. DATE:** August 16, 2016
September 6, 2016**ADDRESS:** 13121, 13125, 13133, 13139, 13145, 13147 FM 1325 and 3001 Scofield Farms Drive**DISTRICT AREA:** 7**OWNER/APPLICANT:** Ringgold Partners II, L.P. (John Bultman, III)**AGENT:** Drenner Group (Amanda Swor)**ZONING FROM:** GR**TO:** GR-MU**AREA:** 10.381 acres**SUMMARY STAFF RECOMMENDATION:**

The staff recommendation is to grant GR-MU-CO, Community Commercial-Mixed Use-Conditional Overlay Combining District, zoning. The conditional overlay will prohibit direct driveway access onto the northbound frontage road of the Mo-PAC Expressway.

In addition, site development should be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in the final TIA through a public restrictive covenant that will be recorded prior to third reading of this case at City Council. The TIA recommendations are included as Attachment A to this report.

ZONING AND PLATTING COMMISSION RECOMMENDATION:

8/16/16: Postponed to September 6, 2016 at the staff's request (7-0, S. Harris, S. Lavani, G. Rojas-absent and D. Breithaupt-not yet arrived); A. Aguirre-1st, Y. Flores-2nd.

9/06/16:

DEPARTMENT COMMENTS:

The property in question is currently an undeveloped tract of land located at the southeast intersection of Burnet Road/FM 1325 and Scofield Ridge Parkway. The applicant is requesting a rezoning to add an MU combining district to this site because they propose to develop a multifamily use on the property.

The staff is recommending GR-MU zoning at this location because the applicant's request meets the intent of the purpose statement for the base and combining zoning district designations. The proposed zoning will promote consistency and orderly planning as the site under consideration is adjacent to existing commercial zoning to the north (LR), multifamily zoning to the northeast and east (MF-3-CO, MF-2-CO) and office zoning and single-family residential zoning to the south (LO, SF-2). The property directly to the east of this tract is developed with an apartment complex (Terraces at Scofield Ridge Apartments). The GR-MU zoning district would allow for a fair and reasonable use of the site because it will permit this site to be developed with a commercial uses, residential uses or a mixture of commercial and residential uses at the intersection of two arterial roadways.

The applicant agrees with the staff's recommendation.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	GR	Undeveloped
<i>North</i>	LR	Undeveloped Tracts
<i>South</i>	LO, SF-2	Undeveloped Tract, Single-Family Residences
<i>East</i>	MF-2-CO	Multifamily (Terraces at Scofield Ridge Apartments)
<i>West</i>	RR	Mopac Expressway, Undeveloped Tracts

AREA STUDY: North Lamar Area Study**TIA:** Required**WATERSHED:** Walnut Creek**DESIRED DEVELOPMENT ZONE:** Yes**CAPITOL VIEW CORRIDOR:** N/A**HILL COUNTRY ROADWAY:** N/A**NEIGHBORHOOD ORGANIZATIONS:**

Austin Heritage Tree Foundation
 Austin Independent School District
 Austin Northwest Association
 Bike Austin
 Friends of Austin Neighborhoods
 Homeless Neighborhood Association
 McNeil/Aston Woods Neighborhood Association
 North Austin Coalition
 North Growth Corridor Alliance
 North Shields Neighborhood Association
 North Shields Phase II
 SELTEXAS
 Sierra Club, Austin Regional Group
 The Ridge at Scofield Homeowners Association
 Wells Branch Neighborhood Association

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2015-0079 (The Bungalows: 13311 Burnet Road)	GO to GR	7/21/15: Approved staff's recommendation of GR-CO zoning, with a CO to limit the development intensity for the site to less than 2,000 vehicle trips per day, by consent (11-0); L. Brinsmade-1 st , B. Evans-2 nd .	8/13/15: Approved GR-CO zoning on consent on all 3 readings (11-0); L. Pool-1 st , D. Zimmerman-2 nd .
C14-03-0188 (Cedar Elm-BWL: 13201-13205 Burnet Road)	GO to GR	4/3/04: Approved staff's recommendation of GR zoning, by consent (9-0); J. Martinez-1 st , J. Gohil-2 nd .	3/04/04: Granted GR zoning (6-0, McCracken-absent); all 3 readings

C14-00-2179 (Century Park: Century Park Boulevard)	IP to SF-2, SF-3, MF-1	10/17/00: Approved staff rec. of SF-2 (TR1), SF-3 (TR 2), and MF-1 (TR3) by consent (8-0)	11/30/00: Approved SF-2-CO (TR1), SF-3-CO (TR2); MF-1-CO (TR3) w/condition of 2,000 vehicle trip per day limit (7-0); all 3 readings
C14-00-2112 (Century Park Apartments: 2700-2800 Century Park Boulevard)	IP to MF-3	9/19/00: Approved staff alternate rec. of MF-3-CO by consent (9-0); conditions as follows: 1) 2,000 vehicle trip per day limit 2) Maximum of 23 residential units per acre 3) A residential structure or portion of a residential structure may not be constructed within 100 ft of the north property line between Ida Ridge and Orchid Lane	10/26/00: Approved MF-3-CO (7-0); 1 st reading 12/7/00: Approved MF-3-CO (7-0); 2 nd /3 rd readings
C14-95-0051 (Rainsoft: 13000 Ida Ridge)	GO to CS-CO	5/23/95: Approved staff alternate rec. of CS-CO w/conditions (7-0)	6/22/95: Approved CS-CO w/conditions (5-0); all 3 readings
C14-94-0056 (Scofield Farms: Scofield Lane)	LO, LR to MF-3	9/27/94: Approved MF-2-CO (TR1), MF-3-CO (TR2) w/conditions (9-0)	11/3/94: Approved MF-2-CO (TR1), MF-3-CO (TR2) w/conditions (5-0); all 3 readings
C14-92-0109 (Century Park Subdivision Block C: 3201 Century Park)	IP to MF-3	11/24/92: Approved MF-3	12/3/92: Approved MF-3-CO; with following conditions: 1) Limit of 23 units per acre for multifamily development 2) Parkland dedication shall apply at site plan approval (6-0-1, RR-abstain); 1 st reading 4/7/94: Approved MF-3-CO (5-0-1, RR-abstain); 2 nd reading 4/21/94: Approved MF-3-CO (5-0-1, RR-abstain); 3 rd reading
C14-92-0108 (Century Park Subdivision Block B: 2701 Century Park)	IP to MF-3	11/24/92: Approved MF-3	12/3/92: Approved MF-3-CO; with following conditions: 1) Limit of 23 units per acre for multifamily development 2) Parkland dedication shall apply at site plan approval (6-0-1, RR-abstain); 1 st reading 4/7/94: Approved MF-3-CO (5-0-1, RR-abstain); 2 nd reading

			4/21/94: Approved MF-3-CO (5-0-1, RR-abstain); 3 rd reading
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RELATED CASES: C14-85-149 (North Lamar Area Study Zonings)

ABUTTING STREETS:

NAME	ROW	PAVEMENT	CLASSIFICATION	DAILY TRAFFIC
FM 1325	Varies	Varies	Major Arterial	N/A

CITY COUNCIL DATE: September 22, 2016

ACTION:

ORDINANCE READINGS: 1st

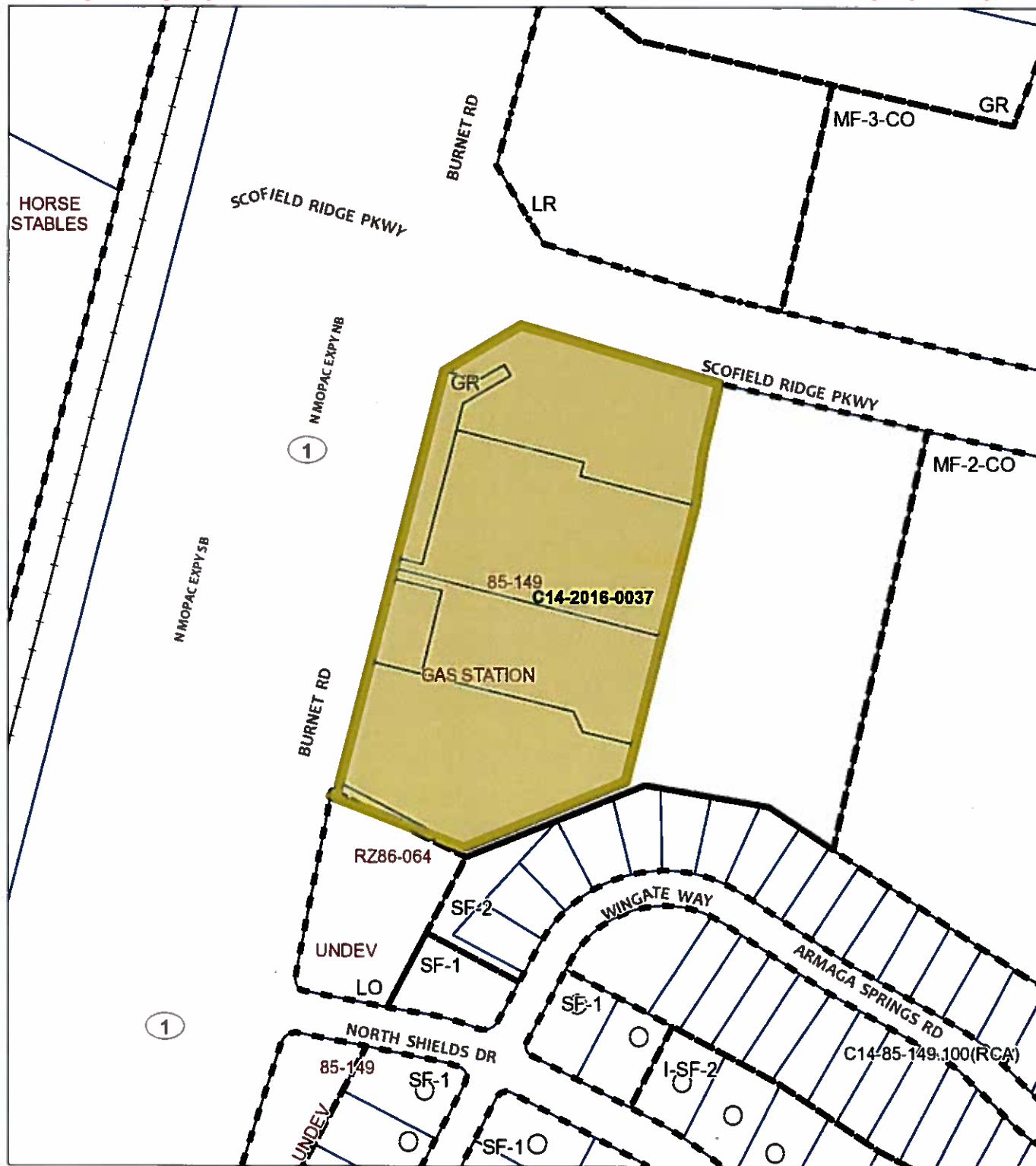
2nd

3rd

ORDINANCE NUMBER:

CASE MANAGER: Sherri Sirwaitis

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



- Subject Tract
- Pending Case
- Zoning Boundary
- Railroads

100 200 Feet

1" = 200'

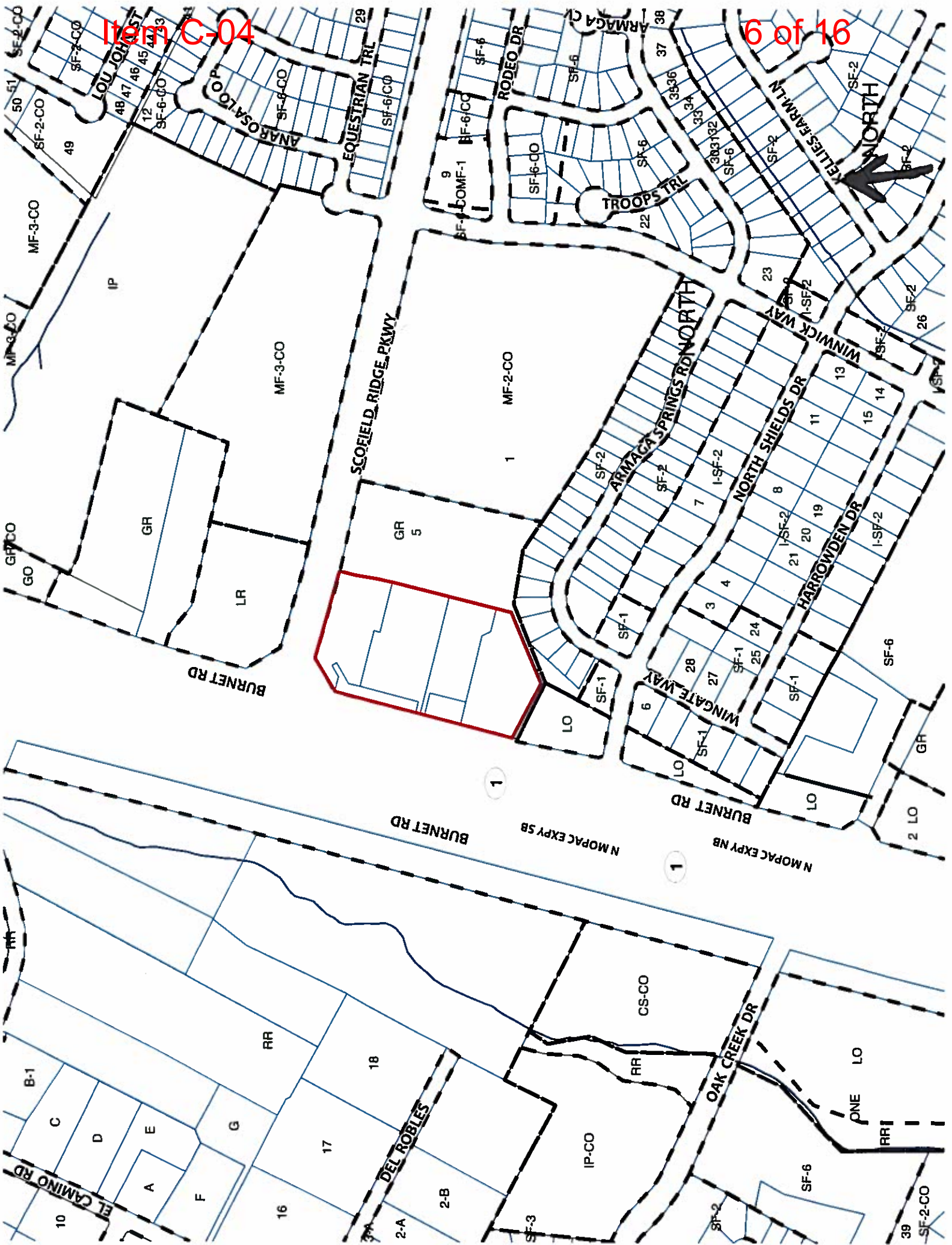
ZONING

ZONING CASE#: C14-2016-0037



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.





STAFF RECOMMENDATION

The staff recommendation is to grant GR-MU, Community Commercial-Mixed Use Combining District, zoning. In addition, if the requested zoning is granted, site development should be limited to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in the final TIA through a public restrictive covenant that will be recorded prior to third reading of this case at City Council. The TIA recommendations are included as Attachment A to this report.

BASIS FOR RECOMMENDATION

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

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

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

2. *The proposed zoning should promote consistency and orderly planning.*

The site under consideration is adjacent to an existing commercial zoning to the north (LR), multifamily to the northeast and east (MF-3-CO, MF-2-CO), office and single-family residential zoning to the south (LO, SF-2).

3. *The proposed zoning should allow for a reasonable use of the property.*

The GR-MU zoning district would allow for a fair and reasonable use of the site because it will permit this site to be developed with a commercial uses, residential uses or a mixture of commercial and residential uses at the intersection of two arterial roadways.

EXISTING CONDITIONS

Site Characteristics

The property in question is an undeveloped tract of land. The site is relatively flat and has a grassy terrain with clusters of trees. The property fronts onto Burnett Road/ FM 1325, a major arterial roadway. The property to the north, across Scofield Ridge Parkway, is undeveloped. To the south is an undeveloped tract of land and single-family residential lots. The tract of land to the east is developed with a multifamily use (Terraces at Scofield Ridge Apartments).

Comprehensive Planning

GR to GR-MU

This zoning case is located on the southeast corner of Burnett Road/Mopac Service Road and Scofield Ridge Parkway on an undeveloped parcel that is approximately 10.38 acres in size. This property is not located within the boundaries of an area with an adopted neighborhood plan. Surrounding land uses include vacant land to the north and south; a large apartment complex to the east; and the Mopac Service Road and the Mopac Expressway to the west. In this area of Austin, there are still

several large vacant tracts of land located along Mopac Expressway. The proposed use is a 350 unit multi-family apartment complex.

Connectivity and Mobility: Public sidewalks are located the entire frontage road of Burnet Road/Mopac Service Road but not the frontage on Scofield Ridge Parkway. There are sidewalks along the majority of Scofield Ridge Parkway, on both sides of the street. The Walk Score for this site is 23/100, meaning almost all errands require a car. There is a Cap Metro transit stop located within just under a mile from the property, but the intersection of W. Palmer Lane and Burnet Road has no signalized pedestrian crosswalk, making this a problematic transportation option. Retail and restaurants are located less than three quarters of a mile away along the Mopac Service Road. There are no schools or parks located within walking distance of the project area.

Imagine Austin

The site is situated over the Edwards Aquifer Recharge Zone. An aquifer contributing zone is an area where runoff from precipitation flows to the recharge zone of an aquifer. Streams in the contributing zone flow downstream into the recharge zone and “contribute” water to the aquifer. The subject property is also located less than a half of mile due south of Neighborhood Activity Center.

The following Imagine Austin Policies are applicable to this case:

- **LUT P3.** Promote development in compact centers, communities, or **along corridors** that are connected by roads and transit that are designed to encourage walking and bicycling, and reduce health care, housing and transportation costs.
- **LUT P5.** Create healthy and family-friendly communities through development that includes a **mix of land uses and housing types** and affords realistic opportunities for transit, bicycle, and pedestrian travel and provides both community gathering spaces, parks and safe outdoor play areas for children.
- **HN P1.** Distribute a **variety of housing types** throughout the City to expand the choices able to meet the financial and lifestyle needs of Austin’s diverse population.
- **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 schools, retail, employment, community services, and parks and recreation options.
- **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**.

Environmental

The site is located over the Edwards Aquifer Recharge Zone. The site is in the Walnut Creek Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City’s Land Development Code. The site is in the Desired Development Zone.

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

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

Numerous trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development’s

requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 512-974-1876. At this time, site specific information is unavailable regarding other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

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

At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

Impervious Cover

The maximum impervious cover allowed by the GR zoning district would be 90 %. However, because the Watershed impervious cover is more restrictive than the zoning district's allowable impervious cover, the impervious cover on this site would be limited by the watershed ordinance.

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

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

Note: The most restrictive impervious cover limit applies.

Site Plan

Site plans will be required for any new development other than single-family or duplex residential.

Any development which occurs in an SF-6 or less restrictive zoning district which is located 540-feet or less from property in an SF-5 or more restrictive zoning district will be subject to compatibility development regulations.

DESIGN STANDARDS

Development on this site will be subject to Subchapter E: Design Standards and Mixed Use. Additional comments will be provided upon submittal of site plans by the applicant.

COMPATIBILITY STANDARDS

Compatibility standards are triggered by the SF-2 zoned properties adjoining the subject tract to the south, and by the Single Family uses across Mopac to the west (approximately 520 feet away). These standards include height and setback provisions, and other design regulations as indicated in Article 10: Compatibility Standards in the City of Austin Land Development Code.

SCENIC ROADWAYS

This site is within the Scenic Roadway Sign District. All signs must comply with Scenic Roadway Sign District regulations. Contact Viktor Auzenne at 512-974-2941 for more information.

Stormwater Detention

At the time a final subdivision plat, subdivision construction plans, or site plan is submitted, the developer must demonstrate that the proposed development will not result in additional identifiable flooding of other property. Any increase in storm water runoff will be mitigated through on-site storm water detention ponds, or participation in the City of Austin Regional Stormwater Management Program, if available.

Transportation

A traffic impact analysis (TIA) 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 will be provided to the traffic consultant in a separate memo.

Water and Wastewater

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



INTERNAL MEMORANDUM

TO: Sherri Sirwaltis, Case Manager
Planning and Zoning Department

FROM: Scott A. James, P.E., PTOE, Land Use Review/Transportation
Ivan Naranjo, MBA, CNU-A, Senior Transportation Planner
Development Services Department

DATE: August 29, 2016

SUBJECT: Traffic Impact Analysis for Scofield Apartments Development
Zoning Case No. C14-2016-0037

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the proposed Scofield Apartments Development, dated August 1, 2016, and offers the following comments:

The project site is located on the southeast corner of Loop 1 (Mo-Pac) and Scofield Ridge Parkway in north Austin. The current zoning is GR. The proposal is for GR – MU to allow for up to 350 apartment dwelling units on the site. One point of access is proposed onto Scofield Ridge Parkway.

Roadways

Mo-Pac Expressway is a Freeway/Expressway from US 183 to Scofield Ridge Parkway. According to Texas Department of Transportation (TxDOT) average daily traffic counts, the 2013 traffic volumes on Mo-Pac Expressway was approximately 82,900 vehicles per day (vpd) north of Scofield Ridge Parkway. Mo-Pac Expressway becomes a toll road north of Scofield Ridge Parkway. The Mo-Pac Expressway frontage roads have posted speed limits of 55 miles per hour (mph). No improvements are currently planned for Mo-Pac Expressway from Parmer Lane to SH 45 according to TxDOT and CAMPO. A shared-use trail is proposed for Mo-Pac Expressway from Parmer Lane to Howard Lane in the 2014 Austin Bicycle Plan.

Scofield Ridge Parkway is a principal arterial. Based on a review of peak hour traffic counts conducted by HDR, 15,000 vpd are estimated on Scofield Ridge Parkway, east of Mo-Pac Expressway. The posted speed limit is 40 mph. Currently Scofield Ridge Parkway has dedicated bike lanes in the vicinity of the site. The 2014 Austin Bicycle Plan recommends protected bike lanes on Scofield Ridge Parkway from Mo-Pac Expressway east to Interstate Highway 35.

Winwick Way is a two-lane local street in the vicinity of the site. Based on a review of peak hour traffic counts conducted by HDR, 400 vpd are estimated on Winwick Way, south of Scofield Ridge Parkway. The posted speed limit is 25 mph.

Lamplight Village Avenue is a two-lane collector street in the vicinity of Scofield Ridge Parkway. Based on a review of peak hour traffic counts conducted by HDR, 3,800 vpd are estimated on Lamplight Village Avenue, south of Scofield Ridge Parkway. The posted speed limit is 30 mph.

West Howard Lane is a two-lane collector street north of Scofield Ridge Parkway. Based on a review of peak hour traffic counts conducted by HDR, 6,300 vpd are estimated on West Howard Lane, north of Scofield Ridge Parkway. The posted speed limit is 40 mph.

Trip Generation and Traffic Analysis

Section 25-6-114 of the Land Development Code requires that a traffic impact analysis (TIA) be conducted for a project proposed with a zoning application if the project is anticipated to generate more than 2,000 daily trips. Based on the ITE publication Trip Generation, 9th Edition, the proposed 350 apartment dwelling units will generate an estimated 2,245 vehicle trips per day (vpd). Table 1 below provides the unadjusted trip generation for the land uses associated with this development. No pass-by, internal capture, transit, pedestrian or bicycle reductions were assumed for this project. One background project was included in the analysis: Scofield Ridge, Phase 3, Section 2 (C8-85-104.1A)

Table 1 – Estimated Number of Daily and Peak Hour Trips							
	Land Use	Intensity	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
				Enter	Exit	Enter	Exit
	Multi-family Apartment	350 DU	2,245	35	140	137	74
Totals			2,245	35	140	137	74

Table 2 represents the expected distribution of the trips:

Table 2. Forecasted Overall Directional Distribution of Site Oriented Traffic	
Direction/Roadway	% Distribution
North Mo-Pac Expressway	25%
South Mo-Pac Expressway	40%
South Lamplight Village Ave	5%
North Howard Lane	10%
East Scofield Ridge Parkway	20%
Total	100%

For this study, traffic counts were conducted on Thursday, March 10, 2016 when schools were in session. A three percent (3%) annual growth rate was used for this analysis, as proscribed in the TIA scope memorandum provided by staff. Table 3 shows the results of the 'existing' and 'forecast' conditions for this project.

Table 3. Intersection Level of Service and Delay (sec/veh)								
Intersection	2016 Existing				2018 Forecast			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections								
Mo - Pac Expressway Frontage Roads and Scofield Ridge Parkway	D	41.3	C	26.6	D	50.9	C	29.6
Scofield Ridge Parkway and Lamplight Village Avenue	A	7.8	B	15.5	A	8.1	B	16.2
Unsignalized Intersections								
Scofield Ridge Parkway and Apartment Driveway A	C	17.0	C	16.2	C	18.2	C	17.5
Scofield Ridge Parkway and Winwick Way	C	17.6	C	19.2	C	17.8	C	19.7
Scofield Ridge Parkway and West Howard Lane	F	407.4	F	291.4	F	547.4	F	422.2
Note: Minor street level of service and delay reported for unsignalized intersections								

Table 4 shows the estimated results of the 'site traffic + forecast' conditions, for both with and without improvements. The analysis indicated that for all of the studied intersections, expected future traffic operations will operate at LOS "D" or better once all of the identified improvements are constructed.

Table 4. Intersection Level of Service and Delay (sec/veh)								
Intersection	2018 Phase 1 Site traffic + Forecasted (No Improvements)				2018 Phase 1 Site traffic + Forecasted (With Improvements)			
	AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections								
Mo-Pac Expressway Frontage Roads and Scofield Ridge Parkway	E	60.6	C	31.6	D	41.2	C	26.3
Scofield Ridge Parkway and Lamplight Village Avenue	A	8.3	B	16.8	A	6.9	B	18.5
Unsignalized Intersections								
Scofield Ridge Parkway and Apartment Driveway A	D	25.7	D	29.8	=	=	=	=
Scofield Ridge Parkway and Winwick Way	C	18.8	C	20.4	=	=	=	=
Scofield Ridge Parkway and West Howard Lane	F	608.2	F	450.6	C	21.9	B	17.0
Note: "=" No improvements identified.								

List of Transportation System Improvements

Mo-Pac expressway frontage roads and Scofield Ridge Parkway

The interchange of the Mo-Pac Expressway/Scofield Ridge Parkway will operate at LOS "E" and "C" during the AM and PM peak periods, respectively under the 2018 site traffic + forecasted conditions without improvements. Recommended improvements for this location include restriping approaches to provide two (2) through lanes, and one (1) shared left-turn/through lane with the construction of an acceleration lane for the northbound to southbound U-turn movements. Also, construction of a westbound dedicated right turn lane on Scofield Ridge Parkway at its intersection with the Mo-Pac Expressway frontage road, with installation of sidewalk and ADA compliant traffic signal controls. Assuming the above listed improvements are constructed, the interchange is predicted to operate with a LOS of "C" during both peak travel periods.

Scofield Ridge Parkway and Lamplight Village Avenue

Minor signal timing improvements and the installation of ADA compliant signal equipment and push buttons for pedestrian activation.

Scofield Ridge Parkway and West Howard Lane

This intersection is projected to operate at LOS "D" and "E" during the AM and PM peak periods, respectively under the conditions set forth in the 2018 "site traffic + forecasted" scenario. The analysis indicates that one or more of the warranting criteria for installation of a traffic signal may be met at this time. With the installation of a traffic signal, the intersection is predicted to operate at LOS "C" and "B" during the AM and PM peak periods, respectively.

Scofield Ridge Parkway and Winwick Way

No improvements are recommended at this intersection

Recommendations

- 1) Prior to the 3rd Reading of City Council, the applicant should commit to constructing the identified improvements as part of their site development application OR to post fiscal for the following improvements as part of their site development application:

Table 5 – List of Improvements				
Location	Improvements	Total Cost	Developer Share %	Pro Rata Share \$
Northbound Mo-Pac service road at Scofield Ridge Parkway	Construct westbound right turn only lane*	\$90,000	100%	\$22,059
Northbound Mo-Pac service road at Scofield Ridge Parkway	Install ADA compliant pedestrian traffic signal equipment	\$16,410	0%	\$460
Northbound Mo-Pac service road at Scofield Ridge Parkway*	Construct acceleration lane for northbound to southbound U-turns	\$104,250	0%	\$2,920
Site driveway entrance at Scofield Ridge Parkway*	Construct full access driveway to minimum 36 ft in width for site	N/A	100%	N/A
Scofield Ridge Parkway and Lamplight Village Avenue	Upgrade existing traffic signal controls to comply with ADA pedestrian elements	\$30,930	0%	\$1,300
Scofield Ridge Parkway and West Howard Lane	Install traffic signal	\$180,000	0%	\$5,760
Total			\$90,000	\$45,615

* Fiscal may not be collected for this improvement as the developer proposes to construct it fully as part of the site.

- 2) Per the Texas Dept. of Transportation (TxDOT), no direct driveway access onto northbound frontage road of Mo-Pac expressway is permitted.
- 3) Development of this property should not vary from the approved uses, nor exceed the approved intensities and estimated traffic generation assumptions within the TIA document (dated August 1, 2016), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.

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



Scott A. James, P.E., PTOE
Development Services Department
Land Use Review Division/ Transportation Review

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: C14-2016-0037

Contact: Sherri Sirwaitis, 512-974-3057

Public Hearing: Aug 16, 2016, Zoning and Platting Commission
City Council, Sept 22, 2016

SHIRLEY SHOCKLEE

Your Name (please print)

☐ I am in favor
☒ I object

2704 NORTH SHIELDS DR

Your address(es) affected by this application

Shirley Shocklee

Signature

8/11/16

Date

Daytime Telephone:

512-255-7226

Comments:

Our quiet North Shields neighborhood
has recently been adversely invaded by a new
housing project in our backyard. We
can hardly get out of North Shields onto 1325
because of the high volume of northbound
traffic and to put a gas station
between our spit and Scofield would be
a disaster, not only because of traffic
but would decrease our property value.
Please! Enough is enough!!

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

City of Austin

Planning & Zoning Department

Sherri Sirwaitis

P. O. Box 1088

Austin, TX 78767-8810