

## NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

**NEIGHORHOOD PLAN:** Oak Hill Combined (East Oak Hill)

**CASE#:** NPA-2018-0025.01

**DATE FILED:** July 20, 2018 (out-of-cycle)

**PROJECT NAME:** Southwest Parkway & Vega Avenue

**PC DATE:** November 27, 2018

**ADDRESS/ES:** 6113 Southwest Parkway

**DISTRICT AREA:** District 8

**SITE AREA:** Approx. 24.72 acres

**OWNER/APPLICANT:** St. Andrew's Episcopal School

**AGENT:** Jeffrey Howard, McLean & Howard, LLP

**CASE MANAGER:** Sabina Mora, Planning & Zoning Department

**PHONE:** 512-974-1485

**EMAIL:** Sabina.Mora@austintexas.gov

**TYPE OF AMENDMENT:**

**Change in Future Land Use Designation**

**From:** Neighborhood Mixed Use

**To:** Mixed Use

**Base District Zoning Change**

**Related Zoning Case:** C14-2018-0085

**From:** LR-MU-NP

**To:** GR-MU-NP

**NEIGHBORHOOD PLAN ADOPTION DATE:** December 11, 2008

**PLANNING COMMISSION RECOMMENDATION:**

*November 27, 2018* – Approved for Mixed Use land use. [J. Schissler – 1<sup>st</sup>; A. De Hoyos Hart- 2<sup>nd</sup>] Vote: 10 – 1 [K. McGraw voted nay. C. Kenny recused. G. Anderson absent]

**STAFF RECOMMENDATION:** Recommended

**BASIS FOR STAFF'S RECOMMENDATION:** The applicant's request to change the land use on the future land use map from Neighborhood Mixed Use to Mixed Use supports the following objectives of the Oak Hill Combined Neighborhood Plan:

- The Oak Hill Combined Neighborhood Plan recommends that the South side of Southwest Parkway at Vega Ave allow/encourage Mixed-Use.
- The Oak Hill Combined Neighborhood Plan recommends higher density housing development closer to major thoroughfares, employment centers, and existing services and infrastructure in order to prevent sprawl. The property is located on Southwest Parkway, a 6-lane arterial and where utility infrastructure currently exists. On the South side of Southwest Pkwy, the property is surrounded by multi-family to the west across Vega Avenue, a k-12 private school to the East on Southwest Pkwy (the Applicant), and Oak Hill Elementary School to the South. On the North side of Southwest Pkwy there is vacant land on the West side of Foster Ranch Road and commercial and medical office on the East side of Foster Ranch Road. There is additional multi-family and commercial services within 1 mile.
- The Oak Hill Combined Neighborhood Plan recommends neighborhood mixed-use (instead of mixed-use) on major corridors when residential uses are nearby and when the transition to lower intensity uses follow the residential (i.e. North side of Southwest Parkway). This site is located on the South side of Southwest Parkway and there are no adjacent lower density residential uses.
- Developing the site will bring additional commercial and/or residential needed in the area and identified as desirable in the neighborhood plan. The Plan supports opportunities for high quality, new development that serves the neighborhood and meets code.

A public meeting was held with neighbors, including the East Oak Hill Neighborhood Plan Contact Team (See pp. 11). Ultimately, the contact team voted to support the zoning change and NPA, based on a set of conditions. The conditions are as follows (see also pp. 15, Letter from Neighborhood Plan Contact Team):

1. The property be restricted to uses allowed in LR, in addition to congregate living;
2. Fiscal be provided in the amount required for complete installation of a traffic signal at Southwest Parkway and Vega Avenue beyond pro rata share (and if a traffic signal is not feasible, fiscal should fund a secondary improvement);
3. The site plan to exceed dark sky standards (lighting zone 2) for lighting on the site;
4. A trail easement be designated on the site for the YBC Trail; and
5. Commercial parking be restricted to onsite usage only.

The applicant accepted most of these items, with some added caveats (See pp. 16, Letter from Applicant).

The following text, goals, objectives and recommendations are taken from the OHCNP and apply to this case:

**Goal 6.A.** Provide opportunities for high-quality new development and redevelopment. (p. 66)

**Objective 6A.1:** Ensure quality of new construction and renovations.

**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.

**Objective 6.B.2** Provide business and residential expansion without creating urban sprawl.

**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)

Chapter 6.C. Major Roadways. Development on Southwest Parkway (from Vega to Loop 1) — Neighborhood Mixed Use, Public, Mixed Use and Commercial uses on the south side and Neighborhood Mixed Use, Multifamily, Public, and Higher Density Single Family on the north side. In the future, the deep lots on the south side of Southwest Parkway could be assembled and redeveloped into a mixed use development with a network of internal streets. Facing buildings toward these internal streets, instead of onto Southwest Parkway, would allow this area to become a cohesive neighborhood with a mix of residential, office, and retail where people could live, work, shop, and play. (p. 79)

**Goal 7.A.** Coordinate with appropriate entities to provide safe access across major thoroughfares and alleviate cut-through traffic on already overburdened neighborhood streets. (p. 100)

**Objective 7.A.1** Find ways to slow and control traffic on roadways to provide overall safety for automobile drivers, pedestrians, and cyclists.

**Goal 7.C** Ensure and create safe pedestrian and bike corridors across major highways and throughout the neighborhood that connect to commercial centers and public parks and resources. (p. 102)

**Objective 7.C.2** Create bike lanes or corridors to provide safe, alternative transportation options in Oakhill.

**Goal 8.A.** Balance development and environmental protection by maintaining a vibrant residential and commercial community (p. 120)

**Objective 8.A2c**—whenever possible, new housing developments should be located where existing services and infrastructure exist. Their appearance and density should be appropriate to its environment and compatible with surrounding uses. (p. 126)

**Objective 8.B.** Preserve neighborhood identity, character, affordability, and diversity.

**Goal 9.C.** Balance development and environmental protection by maintaining a vibrant residential and commercial community that demonstrates caring stewardship of the environment. (p. 140)

**Objective 9.C.1** - Ensure that the environmental impact on the Edwards Aquifer and the existing natural landscape is kept at a minimum by new commercial development and redevelopment in Oakhill.

## **LAND USE DESCRIPTIONS:**

### ***EXISTING LAND USE ON THE PROPERTY***

**Neighborhood Mixed Use** - An area that 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.

#### **Purpose**

1. Accommodate mixed use development in areas appropriate for a mix of residential uses and neighborhood commercial uses that serve surrounding neighborhoods; and
2. Provide transition from residential use to high intensity commercial or mixed use.

#### **Application**

1. Appropriate for areas such as minor arterials and collectors, small parcels along major arterials that abut single- family residential development, and areas in environmentally sensitive zones where high intensity commercial uses are discouraged; and
2. May be used as a transition from high intensity commercial and residential uses to single-family residential uses.

### ***PROPOSED LAND USE ON THE PROPERTY***

**Mixed Use** - An area that is appropriate for a mix of residential and non-residential uses

### **Purpose**

1. Encourage more retail and commercial services within walking distance of residents;
2. Allow live-work/flex space on existing commercially zoned land in the neighborhood;
3. Allow a mixture of complementary land use types, which may include housing, retail, offices, commercial services, and civic uses (with the exception of government offices) to encourage linking of trips;
4. Create viable development opportunities for underused center city sites;
5. Encourage the transition from non-residential to residential uses;
6. Provide flexibility in land use standards to anticipate changes in the marketplace;
7. Create additional opportunities for the development of residential uses and affordable housing; and
8. Provide on-street activity in commercial areas after 5 p.m. and built-in customers for local businesses.

### **Application**

1. Allow mixed use development along major corridors and intersections;
2. Establish compatible mixed-use corridors along the neighborhood's edge
3. The neighborhood plan may further specify either the desired intensity of commercial uses (i.e. LR, GR, CS) or specific types of mixed use (i.e. Neighborhood Mixed Use Building, Neighborhood Urban Center, Mixed Use Combining District);
4. Mixed Use is generally not compatible with industrial development, however it may be combined with these uses to encourage an area to transition to a more complementary mix of development types;
5. The Mixed Use (MU) Combining District should be applied to existing residential uses to avoid creating or maintaining a non-conforming use; and
6. Apply to areas where vertical mixed use development is encouraged such as Core Transit Corridors (CTC) and Future Core Transit Corridors.

### ***IMAGINE AUSTIN PLANNING PRINCIPLES***

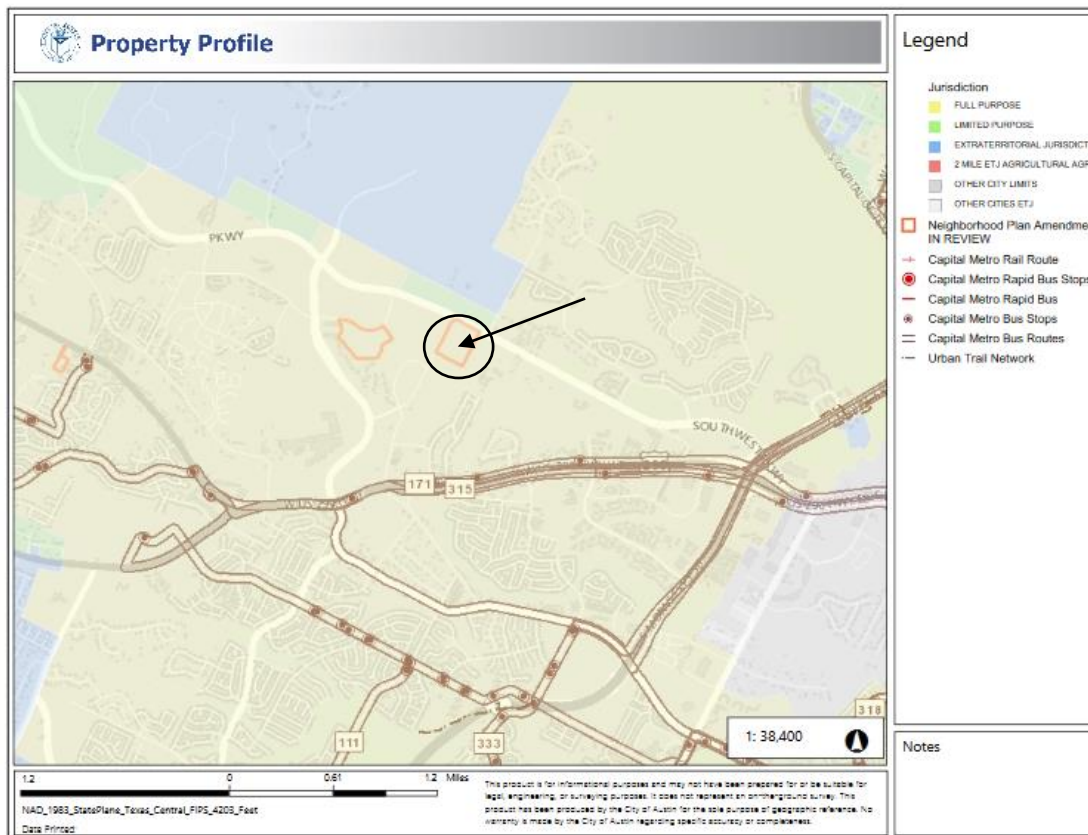
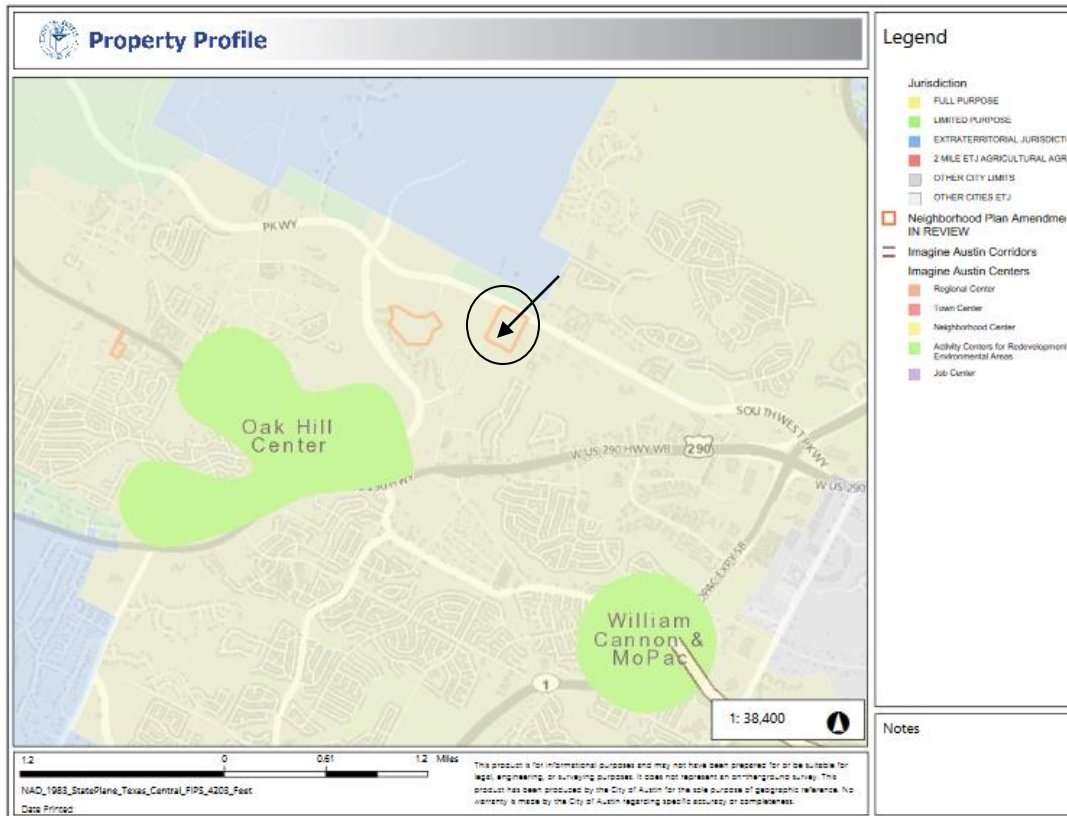
The property is located approximately 1.5 miles from the Imagine Austin Oak Hill Activity Center which is located at the intersection of Highways 290 and 71. The Activity Center is served by transit via Capital Metro Route 315 and 171. The site is also 1.5 miles from the Capital Metro Oak Hill Park and Ride and within 1 mile of two elementary schools. Vega Avenue and Southwest Parkway have no public sidewalks or bike trails despite a large number of residential and business uses in the area. There is a public transit stop located approximately one mile away from the subject property on the corner of William Cannon

Drive and Rialto Blvd., making this area of the city almost completely auto dependent to access goods and services located within two miles of this site.

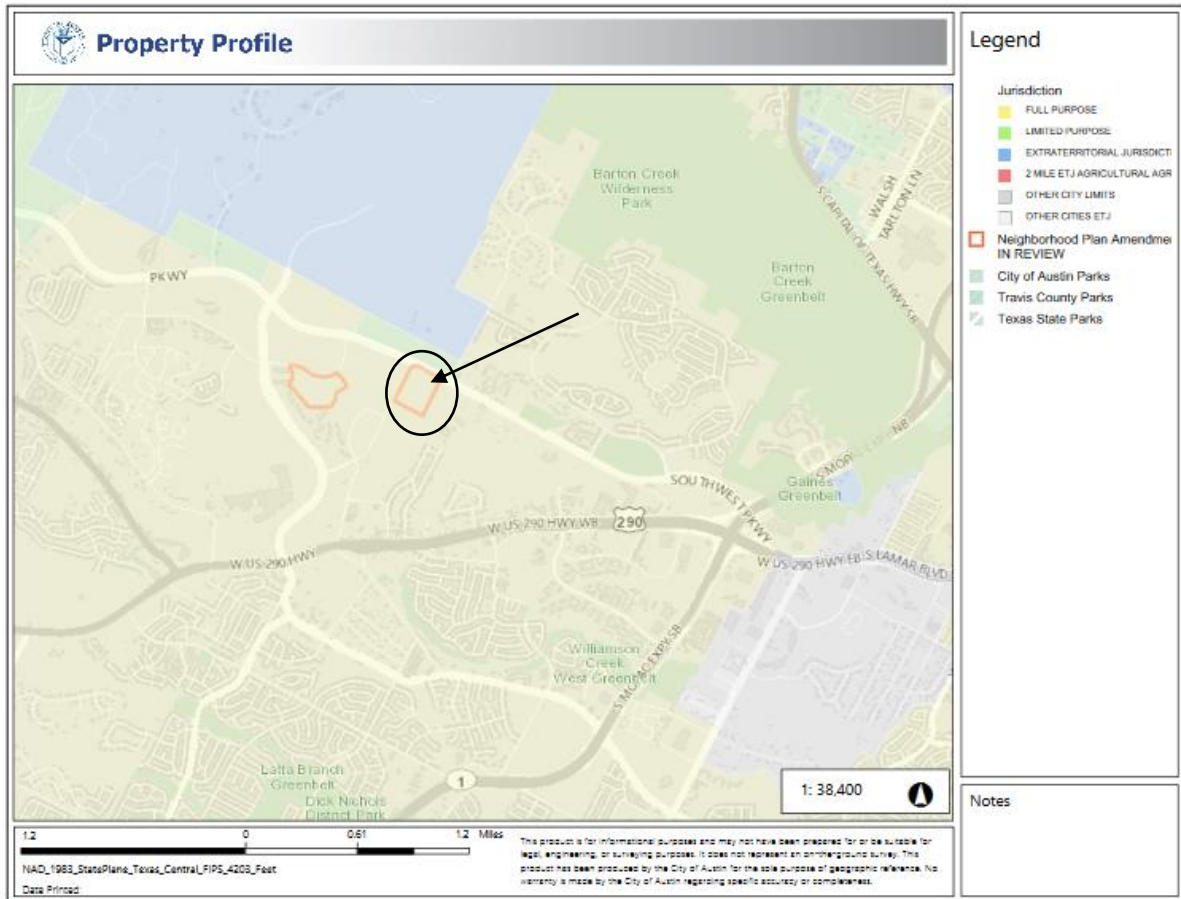
Staff supports the request to change the land use from Neighborhood Mixed-Use to Mixed-Use because:

- (1) developing the site will bring additional commercial and/or residential needed in the area and identified as desirable in the neighborhood plan;
  - (2) The request for additional building height allowed under Mixed-Use is appropriate for the site's surrounding context, specifically:
    - a. Property is on 6-lane thoroughfare
    - b. Property is located adjacent to existing multi-family apartments and nearby employment centers.
    - c. Property is surrounded by existing services and infrastructure.
1. Create complete neighborhoods across Austin that provide a mix of housing types to suit a variety of household needs and incomes, offer a variety of transportation options, and have easy access to daily needs such as schools, retail, employment, community services, and parks and other recreation options.
    - ***The property is located is approximately 1 mile from Oak Hill Elementary School and is adjacent to St. Andrews, a private K-12 school. To the west on the South side of Southwest Pkwy, the 444-unit, 4 –story multi-family Pearl Lantana Apartments was completed in 2016. There are several multi-family buildings on the South side of Southwest parkway within 1 mile of the property, including Lantana Ridge (350-units, 3-story, built in 1997) and Windsor Lantana Hills (300-unit, 3-story, built in 2016). Commercial businesses within 1 mile of the property include SolarWinds, Newgistics Inc., Arm, Encino Trace, Syenos Health, and Austin Aquatics and Sports Academy.***
  2. Support the development of compact and connected activity centers and corridors that are well-served by public transit and designed to promote walking and bicycling as a way of reducing household expenditures for housing and transportation.
    - ***The property is located 1.5 miles from an Imagine Austin Activity Center and while the property is not served by Capital Metro bus routes, the property is within 1.5 miles of the Capital Metro Oak Hill Park & Ride.***
  3. Protect neighborhood character by ensuring context-sensitive development and directing more intensive development to activity centers and corridors, redevelopment, and infill sites.
    - ***The property is not directly on an Activity Corridor or within an Activity Center, but it is within 1.5 miles of an Activity Center. The property is located on a 6-lane arterial and is located on the south side of Southwest Parkway which has existing multi-family and commercial buildings.***
  4. Expand the number and variety of housing choices throughout Austin to meet the financial and lifestyle needs of our diverse population.

- ***The proposed future land use change will support the development of housing and mixed-use development.***
5. Ensure harmonious transitions between adjacent land uses and development intensities.
    - ***Mixed Use land use is an appropriate land use adjacent to the residential, civic, commercial and open space uses which currently surround the property.***
  6. Protect Austin's natural resources and environmental systems by limiting land use and transportation development over environmentally sensitive areas and preserve open space and protect the function of the resource.
    - ***The property is located within the Edwards Aquifer Recharge Zone and Barton Springs Watershed Contributing Zone and is subject to the SOS Ordinance and Hill Country Roadway Ordinance.***
  7. Integrate and expand green infrastructure—preserves and parks, community gardens, trails, stream corridors, green streets, greenways, and the trails system—into the urban environment and transportation network.
    - ***Development on the property is subject to 20% impervious cover limitation. Only approximately 4.9 of the 24.7 acres are developable and the majority of the property's environmental features will be preserved.***
  8. Protect, preserve and promote historically and culturally significant areas.
    - ***The property consists of undeveloped land and is not under consideration for historic or culturally significant designation.***
  9. Encourage active and healthy lifestyles by promoting walking and biking, healthy food choices, access to affordable healthcare, and to recreational opportunities.
    - ***The property is within one-half mile to city parkland and walking trails.***
  10. Expand the economic base, create job opportunities, and promote education to support a strong and adaptable workforce.
    - ***Not applicable***
  11. Sustain and grow Austin's live music, festivals, theater, film, digital media, and new creative art forms.
    - ***Not applicable***
  12. Provide public facilities and services that reduce greenhouse gas emissions, decrease water and energy usage, increase waste diversion, ensure the health and safety of the public, and support compact, connected, and complete communities.
    - ***Not applicable***







## IMAGINE AUSTIN GROWTH CONCEPT MAP

### Definitions

**Neighborhood Centers** - The smallest and least intense of the three mixed-use centers are neighborhood centers. As with the regional and town centers, neighborhood centers are walkable, bikable, and supported by transit. The greatest density of people and activities in neighborhood centers will likely be concentrated on several blocks or around one or two intersections. However, depending on localized conditions, different neighborhood centers can be very different places. If a neighborhood center is designated on an existing commercial area, such as a shopping center or mall, it could represent redevelopment or the addition of housing. A new neighborhood center may be focused on a dense, mixed-use core surrounded by a mix of housing. In other instances, new or redevelopment may occur incrementally and concentrate people and activities along several blocks or around one or two intersections. Neighborhood centers will be more locally focused than either a regional or a town center. Businesses and services—grocery and department stores, doctors and dentists, shops, branch libraries, dry cleaners, hair salons, schools, restaurants, and other small and local businesses—will generally serve the center and surrounding neighborhoods.

**Town Centers** - Although less intense than regional centers, town centers are also where many people will live and work. Town centers will have large and small employers, although fewer than in regional centers. These employers will have regional customer and employee bases, and provide goods and services for the center as well as the surrounding areas. The buildings found in a town center will range in size from one-to three-story houses, duplexes, townhouses, and row houses, to low-to midrise apartments, mixed use buildings, and office buildings. These centers will also be important hubs in the transit system.

**Job Centers** - Job centers accommodate those businesses not well-suited for residential or environmentally- sensitive areas. These centers take advantage of existing transportation infrastructure such as arterial roadways, freeways, or the Austin-Bergstrom International airport. Job centers will mostly contain office parks, manufacturing, warehouses, logistics, and other businesses with similar demands and operating characteristics. They should nevertheless become more pedestrian and bicycle friendly, in part by better accommodating services for the people who work in those centers. While many of these centers are currently best served by car, the growth Concept map offers transportation choices such as light rail and bus rapid transit to increase commuter options.

**Corridors** - Activity corridors have a dual nature. They are the connections that link activity centers and other key destinations to one another and allow people to travel throughout the city and region by bicycle, transit, or automobile. Corridors are also characterized by a variety of activities and types of buildings located along the roadway — shopping, restaurants and cafés, parks, schools, single-family houses, apartments, public buildings, houses of worship, mixed-use buildings, and offices. Along many corridors, there will be both large and small redevelopment sites. These redevelopment opportunities may be continuous along stretches of the corridor. There may also be a series of small neighborhood centers, connected by the roadway. Other corridors may have fewer redevelopment opportunities, but already have a mixture of uses, and could provide critical transportation connections. As a corridor evolves, sites that do not redevelop may transition from one use to another, such as a service station becoming a restaurant or a large retail space being divided into several storefronts. To improve mobility along an activity corridor, new and redevelopment should reduce per capita car use and increase walking, bicycling, and transit use. Intensity of land use should correspond to the availability of quality transit, public space, and walkable destinations. Site design should use building arrangement and open space to reduce walking distance to transit and destinations, achieve safety and comfort, and draw people outdoors.

### **BACKGROUND:**

The application was filed on July 20, 2018, which is out-of-cycle for City Council-approved neighborhood planning areas located on the West side of I.H.-35. The Oak Hill Neighborhood Plan Contact Team provided an out-of-cycle letter authorization dated July 2, 2018 (See pp. 14).

The applicant proposes to change the land use on the future land use map from Neighborhood Mixed-Use to Mixed-Use. The applicant proposes to change the zoning on the property from GR-MU-NP to LR-MU-NP. For more information on the proposed zoning request, please see case report C14-2018-0085.

**PUBLIC MEETINGS:**

The ordinance-required plan amendment community meeting was held on September 26, 2018. One-hundred and ten meeting notices were mailed to property owners and utility account holders within 500 feet of the property, in addition to neighborhood and environmental organizations who have requested notification for the area by registering on the City's Community Registry. Approximately nine people attended the meeting, including two City staff members, and the Applicant's agent, Jeff Howard (McLean & Howard LLP).

After city staff gave an overview of the planning and rezoning process, Jeff Howard, the applicant's agent, made the following presentation:

The Applicant provided a summary of and the reasons for the request, in particular, a description of the limitations of development on the site, including that development is limited to 20% impervious cover, leaving approximately 4.9 acres of developable land of the 24.7 acre property. The Applicant discussed three preferred scenarios for the property including – 4-story apartments, senior housing, or 3-story commercial office space and explained that a buyer has not been identified. The Applicant explained that they would be willing to maintain development regulations and restrict most uses to the existing LR zoning and is primarily seeking the additional building height maximum.

After the presentation, the following questions were asked:

**Q. What are the heights of the surrounding properties?**

A. The multi-family property across the street is 60 feet. There are multiple properties within the immediate area that have a height limit of up to 60 feet.

**Q. Where is the entrance to the project?**

A. The entrance/exit to the property is planned on Vega Avenue.

**Q. Are there Heritage Trees on the property?**

A. Not sure but the property is subject to current code and will adhere to all heritage tree regulations.

**Q. What kind of project are you proposing and how much commercial space and/or residential units?**

A. There currently are no specific plans for the property. The preferred scenarios for development are either 3-story commercial building or a 4-story apartment building.

**Q. Would you be interested in putting a public trail on the property on the part that will remain undeveloped?**

A. We'd have to talk it over with the school but will look into creating a public use trail within the undeveloped part of the property.

**Q. What kind of parking would you have on the property?**

A. At this point that is to be determined, but the school (St. Andrews) would like to be able to use parking on the site for special events at the school.

**Q. The Property is on a hill, the buildings will be too high, and there are many aesthetic issues with tall buildings including light shining onto nearby properties. Why do you need so much height?**

A. Many surrounding parcels are zoned to 60 feet; nearby uses of similar intensity include apartments, commercial, and civic. Much of the land on the site is not developable due to topography. In addition to impervious cover limitations, you end up with a relatively small building on a large lot. Additional height needed to make up for topography and regulatory limitations. Willing to look at Dark Sky standards on the site.

**Q. Regarding the topography on Vega Ave, there is a steep drop by the property, and issues related to visibility and traffic when entering/exiting on Vega Avenue. Would you consider an entrance on Southwest Parkway, such as sharing an entrance with the current entrance to the school?**

A. A traffic study will likely be required as part of site plan review. Completed preliminary study of Vega Ave and it is not steep all the way down the street, there is space for safe ingress/egress. We will mitigate the traffic impacts by limiting uses and by contributing to intersection improvements. A shared entrance with the school would be concerning because of safety concerns for students, parents and staff.

**Q. Drainage coming from the site will exacerbate existing issues related to future flooding and erosion in the neighborhood south of the property which is already experiencing problems with drainage and flooding.**

A. Drainage will not flow towards the south and there is a retention pond on site. There is sufficient area for drainage pond on site.

**Q. What will you do with the rest of the property?**

A. The rest of the property will be maintained as open space for use by the school.

**Q. Have you considered using the property for medical office use or senior housing?**

A. Yes, that would be one of the possible development scenarios but we have not seen very much interest in the market for these uses.

The Oak Hill Planning Contact Team held an additional meeting on October 24<sup>th</sup> 2018 and voted to support the Neighborhood Plan Amendment through a split vote (4-3) with conditions. Please see the NPCT letter of recommendation on pp. 15.

**CITY COUNCIL DATE:** December 13, 2018    **ACTION:** (Pending)

## Applicant Summary Letter from Application

City of Austin Application Packet for Neighborhood Plan Amendment  
For Individual Property Owner

Page 13 of 16

# Neighborhood Plan Amendment

## SUMMARY LETTER

The Applicant would like to amend the FLUM from Neighborhood Mixed Use to Mixed Use to allow greater flexibility in future development for the Property. The change to the FLUM would create increased height for future development. The Applicant will be submitting a Zoning Application simultaneously with this Neighborhood Plan Amendment.

Out-of-Cycle Letter Authorization from Neighborhood  
Plan Contact Team (NPCT)

Tom Thayer, Chair  
Cynthia Wilcox, Vice-Chair  
Leigh Ziegler, Secretary



July 2nd, 2018

To: Jeff Howard  
McLean Howard Law

Re: Property at the southeast corner of Southwest Pkwy and Vega Ave

On June 27th, 2018, the Oak Hill Neighborhood Contact Team held a meeting in accordance with our bylaws to discuss the applicant's proposed out-of-cycle plan amendment and zoning change for the property located at the southeast corner of Southwest Pkwy and Vega Ave, owned by St Andrew's Episcopal School. The Oak Hill Neighborhood Plan Contact Team voted to allow the applicant to proceed with the out-of-cycle plan amendment and zoning change applications that seek to change the land use from neighborhood mixed use to mixed use and the zoning from LR-MU-NP to GR-MU-NP. The Oak Hill Neighborhood Contact Team requests that the public meeting for this land use and zoning change take place no earlier than the regularly scheduled meeting of the Oak Hill Neighborhood Planning Contact Team on 9/26/18.

Sincerely,

Tom Thayer  
Chair, OHNPCT

Cc: Cynthia Wilcox – Vice Chair  
Leigh Ziegler – Secretary

Letter of Recommendation from the Neighborhood Plan  
Contact Team (NPCT)

Tom Thayer, Chair  
Cynthia Wilcox, Vice-Chair  
Leigh Ziegler, Secretary



November 12th, 2018

To: Sabina Mora  
Senior Planner, City of Austin Planning and Zoning

CC: Jeff Howard  
McLean Howard Law

Re: NPA 2018-0025.01 and C14-2018-0085  
Property at the southeast corner of Southwest Pkwy and Vega Ave

On October 24th, 2018, the Oak Hill Neighborhood Contact Team held a meeting in accordance with our bylaws to discuss the applicant's proposed plan amendment and zoning change for the property located at the southeast corner of Southwest Pkwy and Vega Ave, owned by St Andrew's Episcopal School. The Oak Hill Neighborhood Plan Contact Team voted to recommend the change in land use from Neighborhood Mixed Use to Mixed Use and the change in zoning from LR-MU-NP to GR-MU-NP with the following conditions: That the uses on the property be restricted by conditional overlay to those allowed in LR zoning in addition to congregate living; That fiscal be provided in the amount required for complete installation of a traffic signal at Southwest Pkwy and Vega Ave beyond pro rata share (if a traffic signal is not feasible, the fiscal should fund a secondary improvement usage related to traffic control); That the site plan exceed dark sky standards for improved lighting on the site (consistent with Lighting Zone 2 in the attachment); That a trail easement be designated on the site for the YBC Trail in consultation with the City of Austin Urban Trails Program, neighboring resident stakeholders, and the Oak Hill Trails Association; And that commercial parking be restricted to onsite usage only.

Sincerely,

Tom Thayer  
Chair, OHNPCT

Cc: Cynthia Wilcox – Vice Chair  
Leigh Ziegler – Secretary

Applicant Response to Letter of Recommendation from the  
Neighborhood Plan Contact Team (NPCT)



Jeff Howard <

>

RE: NPCT Recommendation

To Thomas Thayer; Mora, Sabina

Cc Grantham, Scott; leighziegler; Cynthia Wilcox

[Bing Maps](#)

All,

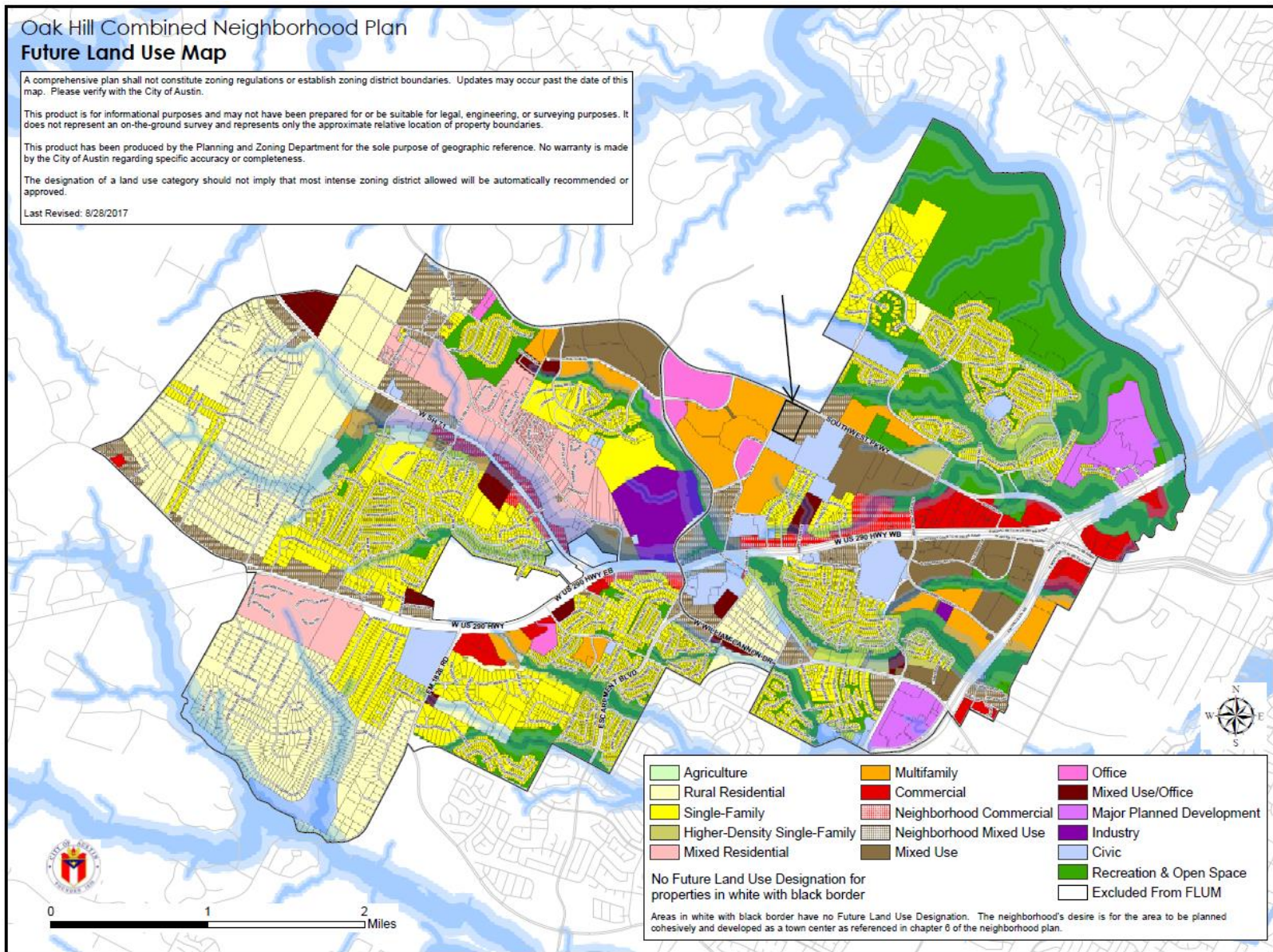
I have had a chance to review the letter from the Oak Hill NPCT and to discuss with members of the St. Andrew's School Board of Trustees who also serve with me on the committee handling this matter for the school. First, the NPCT accurately reflects what we understand to be the NPCT's position and recommendation on this NPA and zoning case. Thank you for confirming that action. Second, on behalf of St. Andrew's School, we would respond as follows:

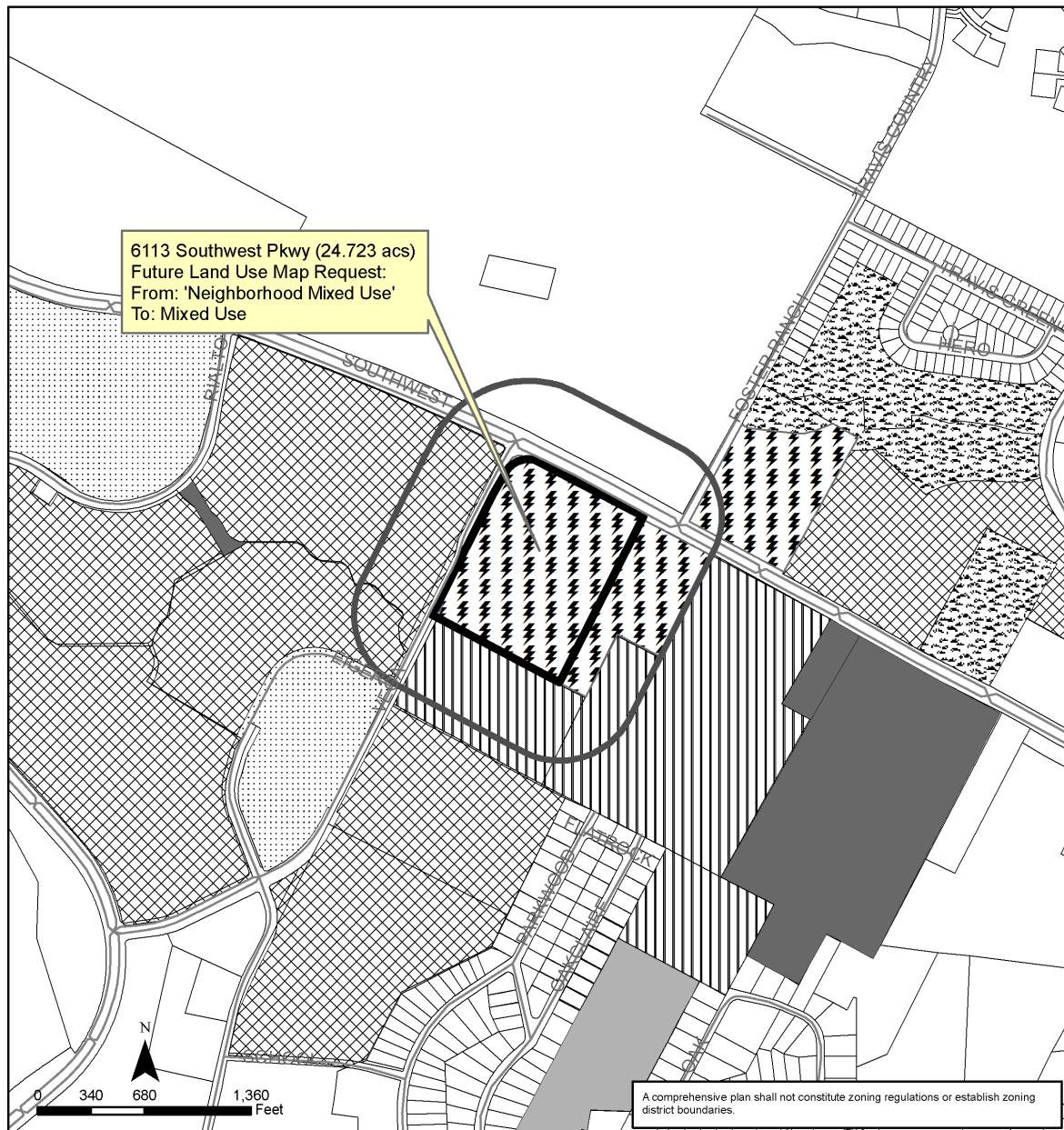
1. USES. St. Andrew's accepts the NPCT recommendation that uses be limited to LR uses plus congregate living with one clarification. We request that "convalescent services" also be added since this is a potential use associated with senior living.
2. TRAFFIC SIGNAL FISCAL. St. Andrew's conditionally accepts the NPCT recommendation regarding the posting of fiscal for a traffic signal at Vega and SW Parkway. We would accept this recommendation on the following conditions: (i) fiscal would only be required prior to site plan approval, (ii) since this is being required to mitigate the extra height sought by the zoning case, fiscal would only be required if the height of any building shown on a site plan exceeds 40 feet in height, and (iii) such fiscal posting will count against any required City traffic or transportation improvements.
3. DARK SKY STANDARDS. St. Andrew's accepts the Dark Sky recommendation, but needs to review the suggested requirements. St. Andrew's may propose alternative standards after its review.
4. YBC TRAIL. St. Andrew's accepts the requested recommendation; provided that, however, the final location of the trail easement must be in location acceptable to the school.
5. OFF SITE PARKING. St. Andrew's accepts the NPCT recommendation except that St. Andrew's reserves the right to have [off site](#) parking allowed on this site only for the St. Andrew's school property.

The above is subject to finalizing an ordinance or other agreement language that may be needed. Let me know if you have any further questions or comments. Thank you all for your consideration.

Jeffrey S. Howard  
Partner





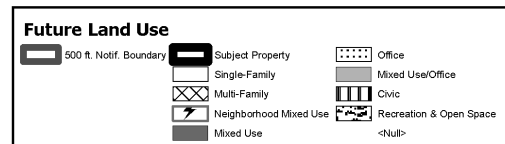


## Oak Hill Combined Neighborhood Planning Area NPA-2018-0025.01

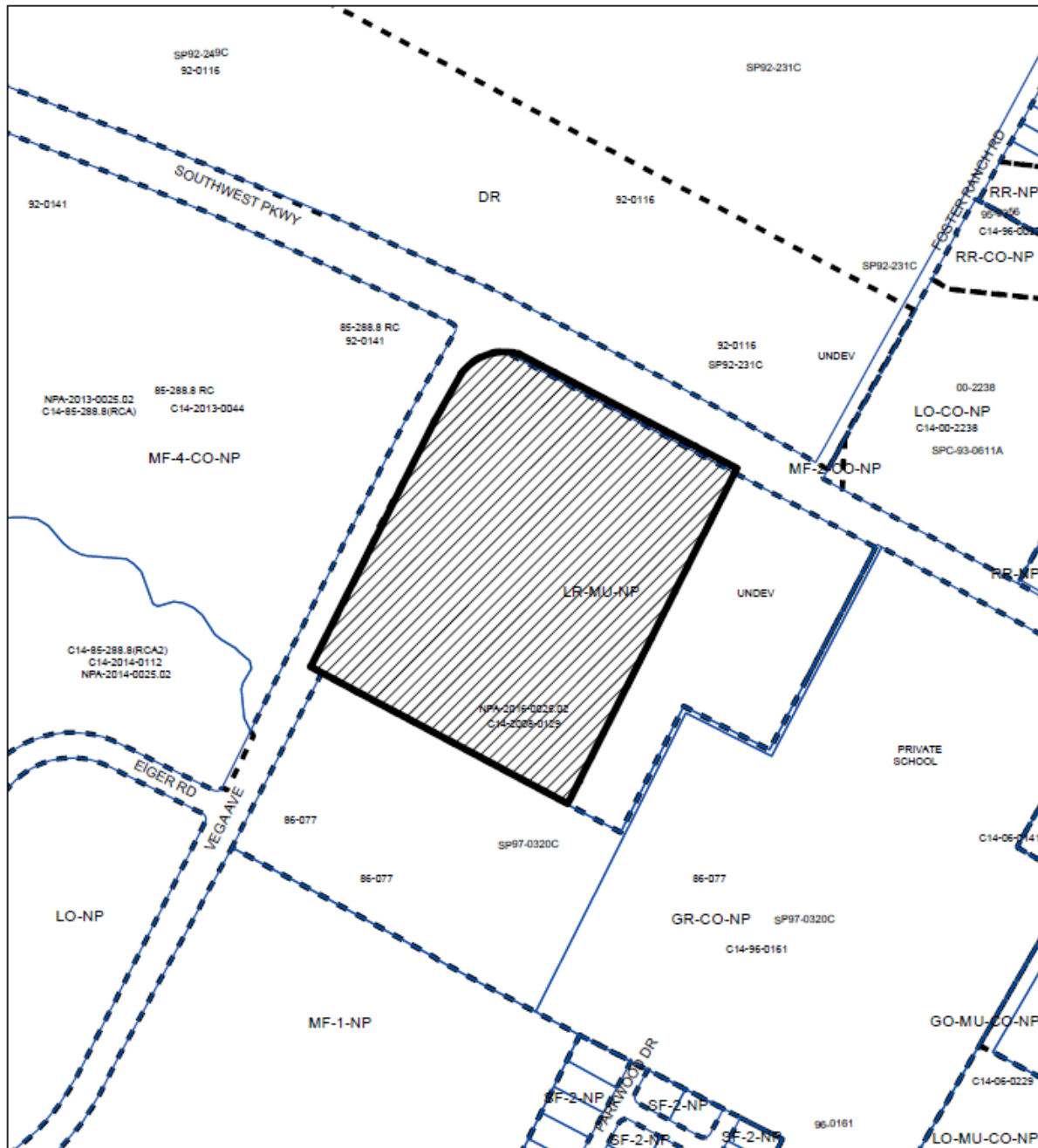
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City of Austin  
Planning and Zoning Department  
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 SUBJECT TRACT  
 PENDING CASE  
 ZONING BOUNDARY

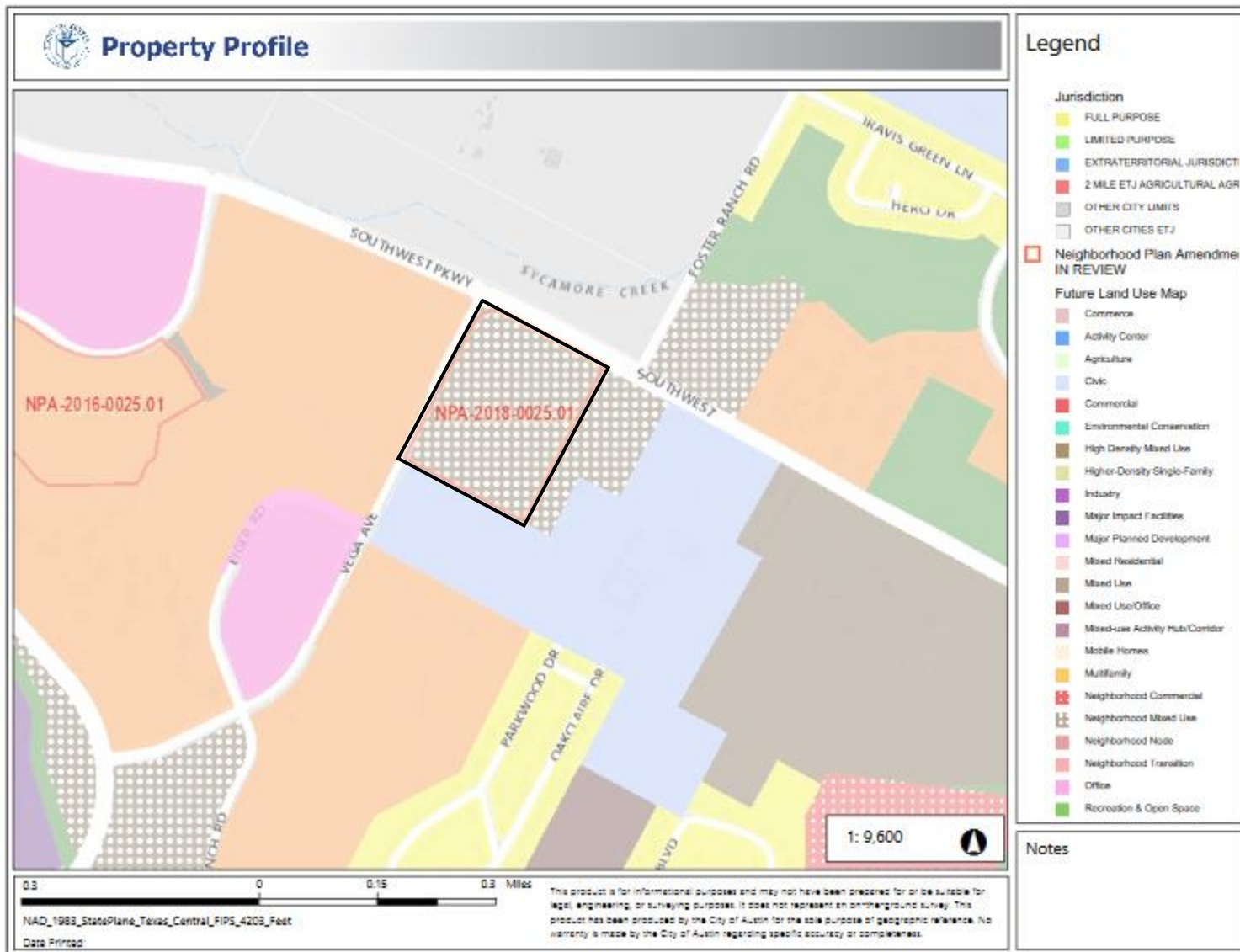
**Zoning Case**  
C14-2018-0085

$$1'' = 400'$$

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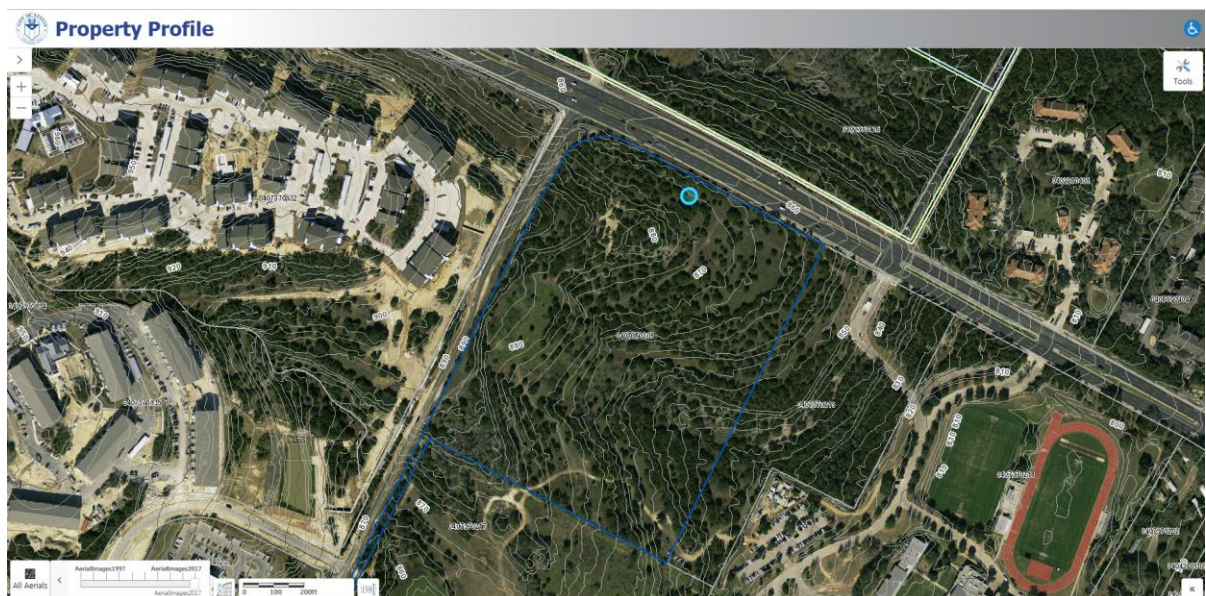
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(Insert Emails/Letters from Citizens received)



FILEMESSAGE

Ignore

Junk

Delete

Reply

Reply All

Forward

More

Meeting

More

Move to: ?

Team Email

Reply & Delete

To Manager

Done

Create New

Move

Move

Rules

OneNote

Actions

Assign Policy

Mark Unread

Categorize

Follow Up

Translate

Find

Related

Select

Zoom

LEIGH ZIEGLER

NPA-2018-0025, C14-2018-0042, C8-2015-0042

Dear Planning Commission and Case Managers:  
Below is a link to my slide summary of neighborhood concerns regarding case NPA-2018-0025.01, reviewed in context of C8=2015-0042 and C14-2018-0085 coming before Planning Commission on Tuesday, November 28th and Council on December 13th.

<https://1drv.ms/p/s!AIDEPRqxLn6RxWhNHJq1BeUO7Jiz>

This is my presentation for you in place of attendance since my work schedule will not allow speaking participation.

I represent Travis County in this case and served as Secretary of OHNPCT during the discussion.  
Bottom Line: if the conditions of the letter submitted by President OHNPCT, Thomas Thayer, are included there is no objection to approval.

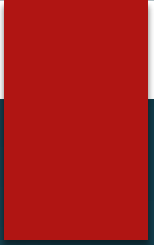
It is important to our position that the fiscal provided total the estimated cost of a traffic signal and that a secondary transportation usage to increase safety at the corner of Vega and SW PKWY be applied if the site is too close to the St. Andrews entrance. St. Andrews prefers not to consider movement of the guard house to allow for additional access. The seepage along the west side of Vega complicates use of the ROW in the most dangerous segment. **All parties are in agreement that full funding of a signal should be a required condition for neighborhood plan amendment and site plan approval which will exceed the applicant's pro rata share.** Certainly, a secondary Transportation usage of funds should be specified for use on site if a signal can not be approved due to proximity ( for example, discussed moving of the guard house to allow for adding a split entrance at St. Andrews plus advanced warning system for drop in road to SW PKWY).

Thank you for your time and attention to so many cases before you!

Leigh Ziegler  
Travis County Resident

District 8  
Member OHAN, OHNPCT, TCCSA Board





# C14-2018-0085

## NPA-2018-0025(.01,.02)

RE: 6113 SW PKWY aka 5613 Patton Ranch Road  
LR-MU-NP request to: GR-MU-NP

CHANGING THE FLUM IS A LOADED PROCESS

GOALS: TRANSPARENCY AND COMMUNITY BENEFIT

Reasons to “fully address impact” on NP amendment for Community Benefit before adding height  
UNADDRESSED REAL “NEGATIVE IMPACT”

- ▶ DANGEROUS TRAFFIC CONCERN
- ▶ UNACCEPTABLE LIGHT STANDARDS ON ELEVATED SITE
- ▶ Exacerbated FLOODING DIRECTLY BELOW “BUYOUTS IN PROGRESS”; Unassessed cumulative affect of drainage upon Gaines Creek Barton Springs and Travis Country Homes
- ▶ ROUTE 66 BIKE TRAILS and YBC Trail : ( incomplete with diminishing options if impervious cover is a real concern)

# OHNPCT: Discussion and Considerations for Approval of FLUM change

September 26, 2018

- ▶ **Additional traffic Entrance to SW PKWY** with movement of ST Andrew's guard tower in order to allow both Vega and SW PKWY for entrance/exit to HELP address the traffic issues.

( REJECTED BY ST.ANDREWS)

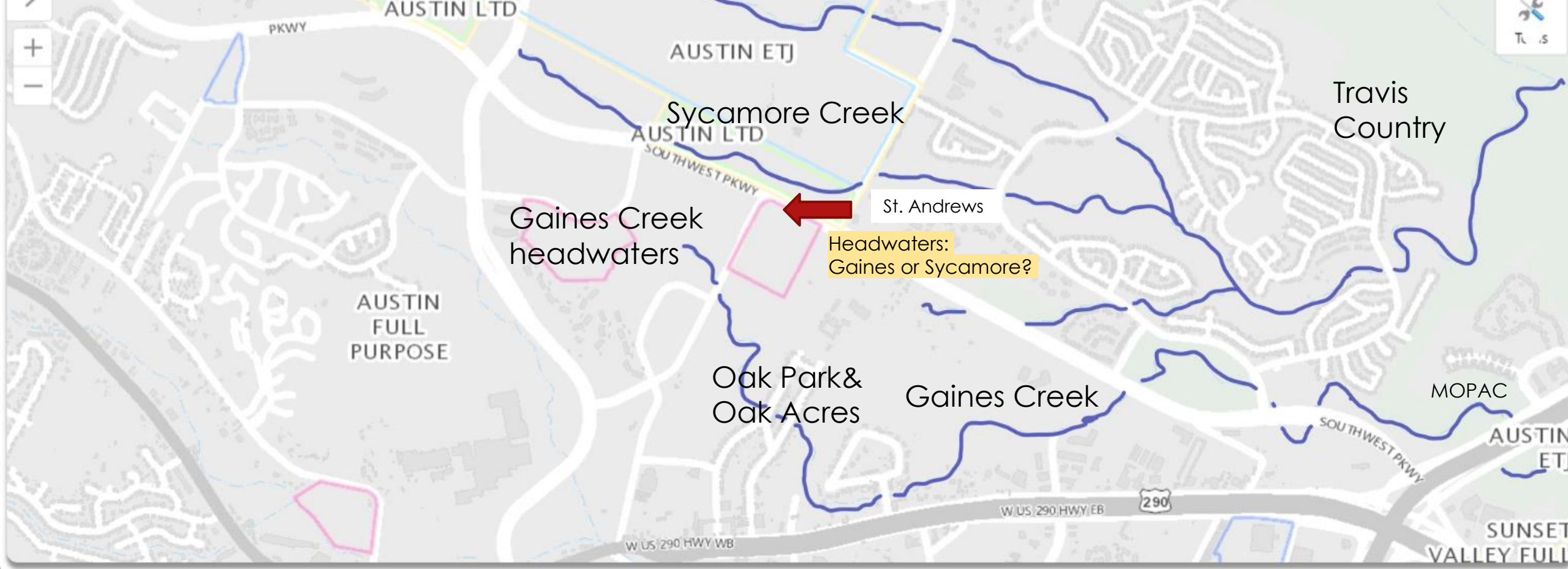
- ▶ **Parking Garage (commercial)** off site accessory parking required by developer, willing to deed restrict other allowances despite allowance in LR
- ▶ **Restrict all other uses granted by GR zoning** to LR zoning by conditional overlay in ordinance and provide deed record ( including FAR)
- ▶ **Consider 50ft height.** Detail option of 3 (office) or 4 (convalescent or nursing home) stories but not 60 ft (alter 20 ft height requirement for actual need) current restriction 40 ft
- ▶ Provide more Info regarding **Feasibility and Function of traffic light on corner of Vega and SW Pkwy** given topography and numerous existing traffic signals. Presumption: Funds not available TIA not required based on 2013 development
- ▶ Detail **"dark sky standards"** beyond ordinance requirements to include International Dark-Sky Association guidelines for exterior lighting
- ▶ Detail **trail access option** elsewhere but not most obvious route over re-irrigation zone
- ▶ Do not overlook the urgency of adequate retention irrigation and the future of the existing, not required but functional ponds relative to **drainage into Williamson, Gaines and or Sycamore Creek;** "where the water is coming from, going to and how this unique subdivision process affects containment of runoff.

# OHNPCT verbal agreement bringing approval

## October 24, 2018

Support of the neighborhood planning amendment discussed with the following provisions:

- ▶ **Fiscal (LC) provided in the amount required for complete installation of a traffic signal \*\*\*BEYOND pro rata share for resolution of traffic issues at SW Pkwy and Vega requiring a “ground study” and assuming 60 ft. building height at .5 FAR (LR)\*\*\*;** (a signal at this intersection was projected to cost \$180,000 in 2016; only \$11,400 is retained at this time by Transportation). Other signals in the area cost appx \$125,000; The distance of Vega @SW PKWY may be too close to ST. Andrews for a separate signal.
- ▶ **Night sky standards** for improved lighting on the site associated with the site plan to include requirements of City ordinance and except where otherwise restricted, all outdoor lighting standards adopted by the International Dark-Sky Association.
- ▶ **Designating a trail passage** along the property in compliance with the Bike Route 66 and YBC Trail.
- ▶ **Allow for 60 ft height and Convalescent home. All other land use restrictions would conform to LR zoning as a CoA sponsored CO.**



Gaines Creek/ Sycamore Creek in close proximity with diverted waters from Williamson Creek Watershed as well !

And then there is the fault line; out

Void and Water Flow Mitigation Rule ( ...near a fault line...what do CoA engineers know about this impact?)

Where will the overflow go...directly to Barton Creek/ Barton Springs?



# Transportation Fiscal

Compromise: In Exchange  
–address secondary usage

- ▶ Prioritize fiscal for this usage for multiple usage
- ▶ Need: require updated “ground study”
- ▶ advanced warning for stop at bottom SW PKWY and stop light
- ▶ Left turn lane
- ▶ Address Appx 1000 ft dual entrances to SW PKWY
- ▶ consider additional access to site via SW PKWY at St Andrews if feasible and students separated by movement of Guard Entrance

Uncontrolled SEEP

SW PKWY

Vega Avenue

Roadway connection to  
Tecoma/ Wm Cannon  
through TC MUD 4  
Sewerage TX planned

St. An

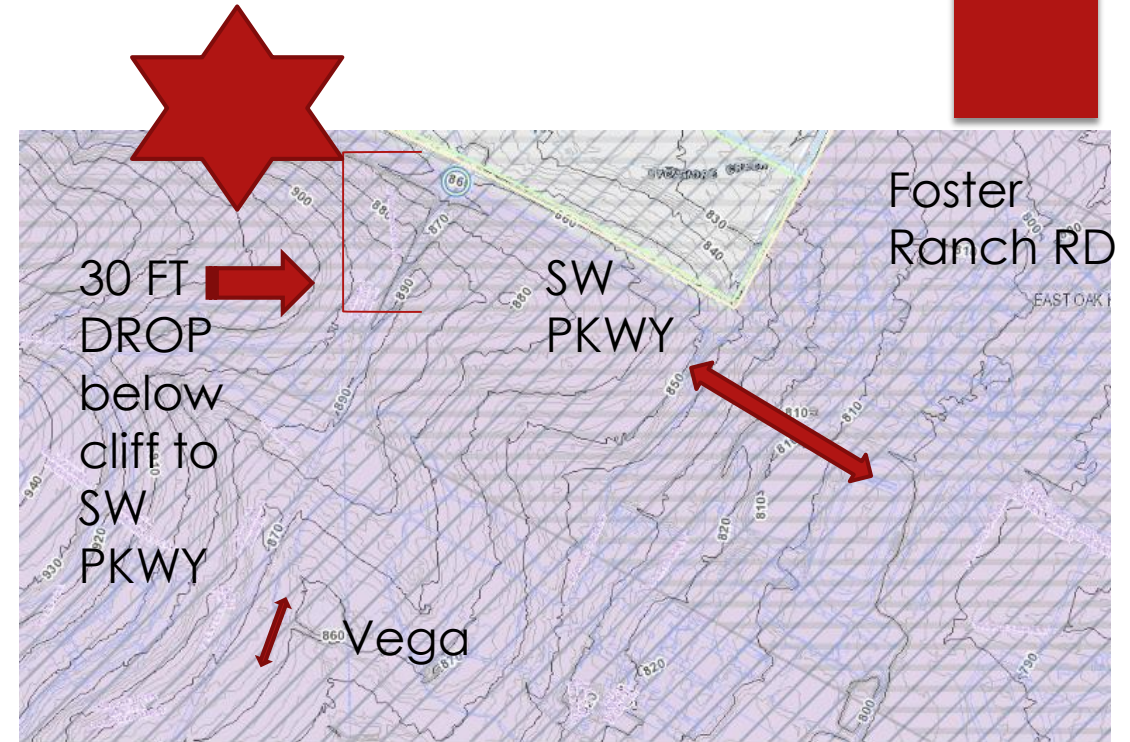
6113 1/2 SW PKWY

TOPOGRAPHY  
Dangerous

Traffic: *relying upon*

2013 TIA from Lantana  
32 : inadequate!

- Slope and Development not addressed since 2013 TIA
- Category "F"; SW Medical CTR, nor current development on Vega not on TIA
- No traffic measurements east of Vega to Mopac (appx 1 mile)

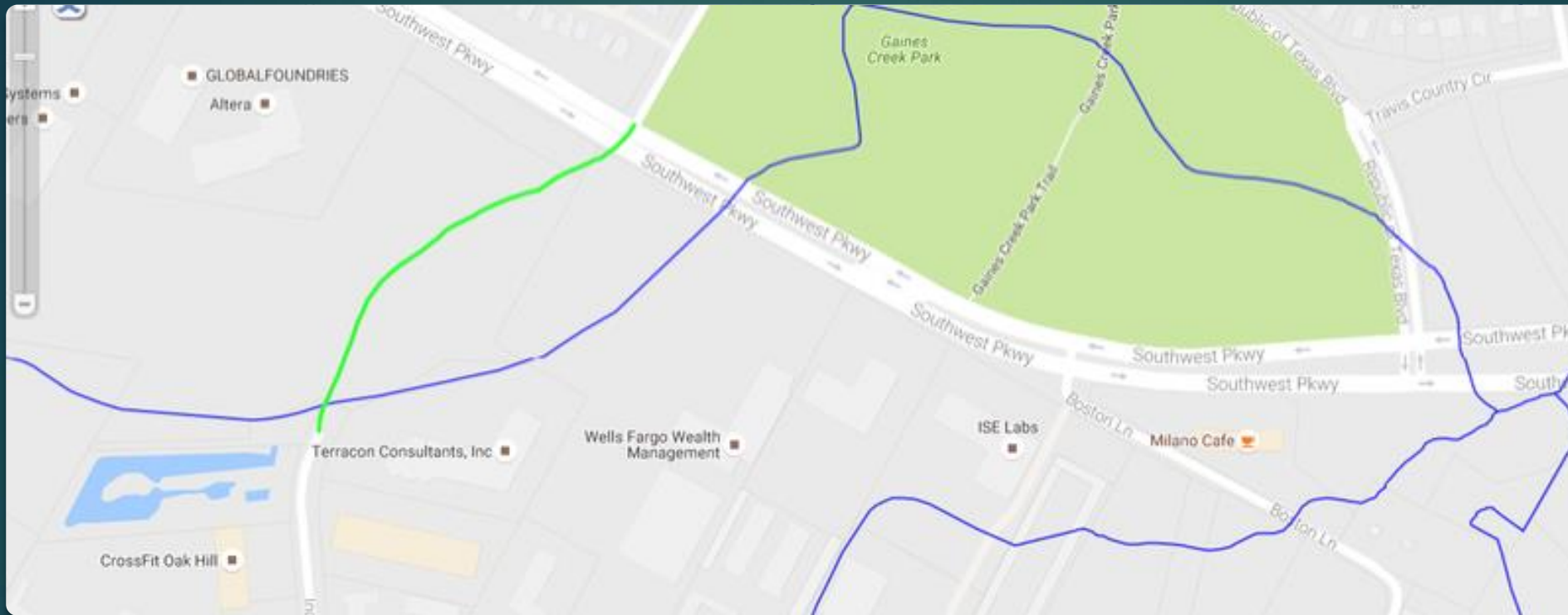


Downward directional lighting is inadequate with a 50-90 ft drop to residences:

a problem with height :

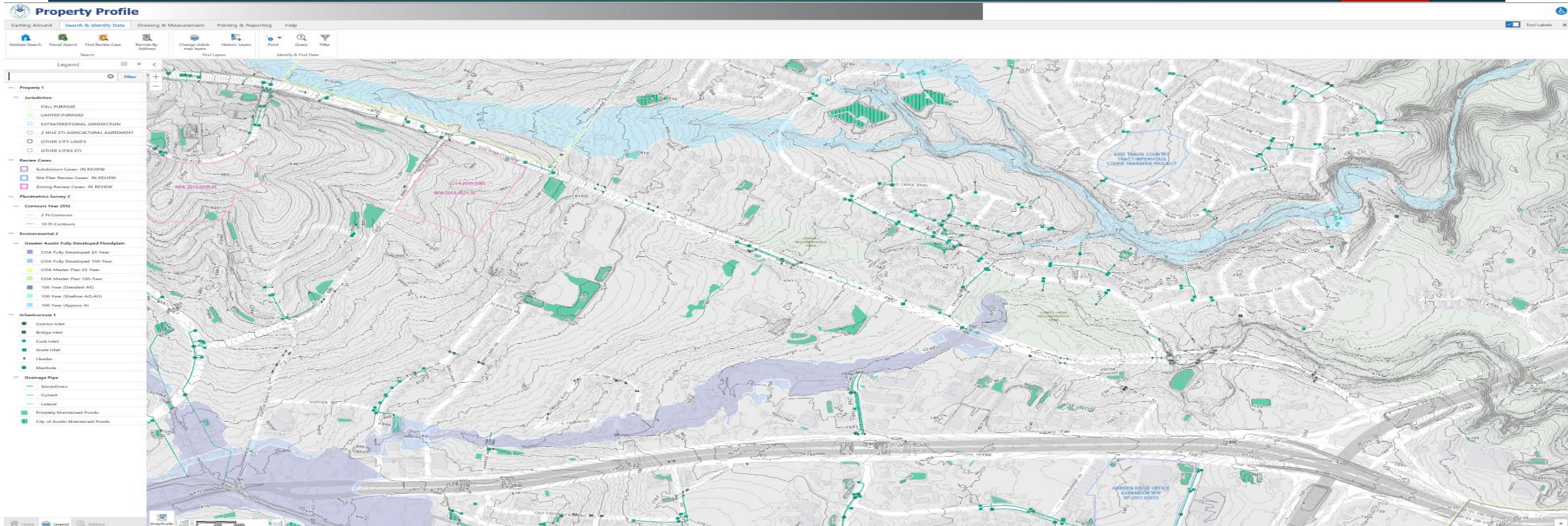
**Request: improved shielding of light and comply with International Dark-Sky Association Standards**





Increased overflow to Gaines Creek  
Tributary to Mopac then Barton Springs  
.....BELOW ST. ANDREWS





Mapping Proximity/Contiguous flow of Gaines and Sycamore Creek;

Growing Development and Overflow must not be overlooked for neighborhood impact. ( more Buyouts and streambank erosion)

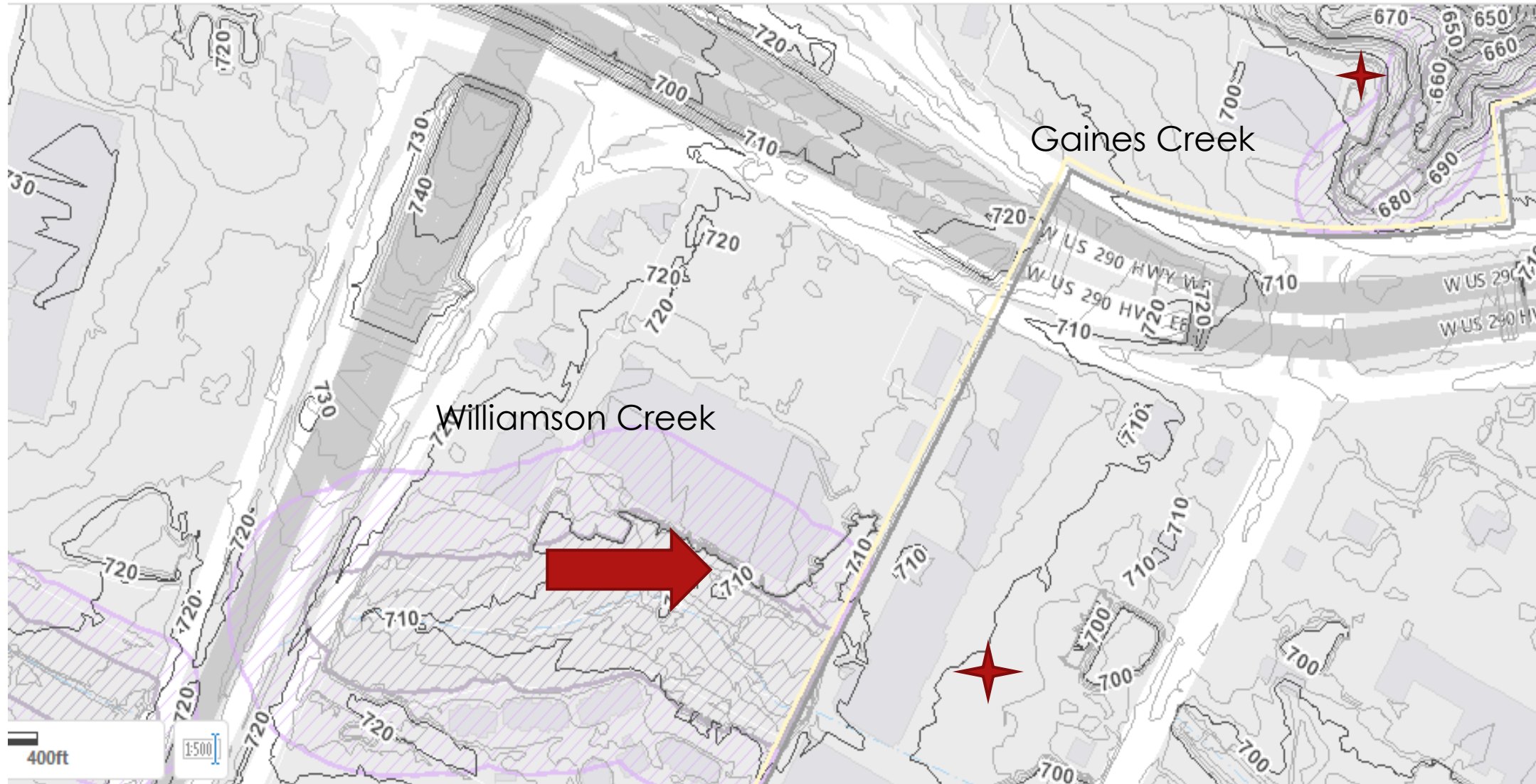


## FLOW BELOW HWY290 WITH SOME LOWER TOPOGRAPHY NORTH OF HWY 290/LAMAR

Search

Find Layers

Identify & Find Data



# Additional Concern: Drainage of Floodwaters

## Flood Mitigation Task Force Report: May 16, 2016

“The City should not grant variances for development or redevelopment that may lead to future flooding ... The buyout process ...can destroy communities.”

Half of the property “ the bar bell” is ignored in this case perhaps falling under the fiscal radar:

- ▶ Ignores **flood zone** and **property buy-out ( APPX \$2.5 MILLION)** of 5 properties immediately below ( subdividing out the flood zone portion)...as if development here has no cumulative affect
- ▶ Uses old floodplain mapping: C8-2015-0042 Gaines Creek not even on the map, Sycamore Creek incorrectly mapped; both move directly into Barton Creek and advance to Barton Springs <24 hrs.
- ▶ Encourages mixing of watersheds without evaluation; Barton Creek Watershed and Williamson Creek watersheds connected by Gaines Creek with growing significance and ignored affect . No environmental impact study required.
- ▶ HCRO requires 40% left in original state ; How does the subdivision process combine with Civic requirement which allows for the use of concrete as well as development bonuses and reduces protection by elimination of property size triggers for assessment?
- ▶ C8-2015-0042 expiration: March 02,2020
- ▶ Assumes old engineering standards are adequate...why are we buying out properties below?

Fault line near property  
drainage after exclusion  
by Subdivision



# Fault line

SURFACE AND GROUND  
WATER CRITICAL TO  
BARTON SPRINGS  
DIRECTLY FROM GAINES  
CREEK





Flow North to Barton Springs due to topography  
...including GAINES CREEK TRIBUTARY north of HWY 290

# Hill Country Roadway Requirements with Greatest and Best use

25-2-1124

The **Height of a building in the Southwest Parkway Roadway Corridor**

may not exceed **the lessor** of:

- ▶ **(1) the height permitted by the zoning or the site plan approved for the property**
- ▶ **(2) 60 ft**


Source: section 13-2-7824); Ord 990225-70; Ord.031211-11

**the HCRO made exception from the .2 FAR requirement which then responds to zoning triggers.**

**(LR designation FAR = .5 )**

**The Impervious cover (between .2 and .25 for the entire property) has been approximated for this site at 3.87. (GR allows 1:1 FAR 3,371,544 maximum sq ft or 168,577 linear sq ft added).**

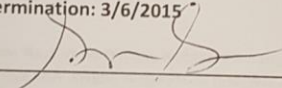
**Greatest and best use would retain compatibility and safety.**

  
City of Austin  
Planning and Development Review Department  
P.O. Box 1088, Austin, Texas 78676

**VESTED RIGHTS DETERMINATION**  
*Findings*

*This determination is made under City Code 25-1-541 in response to a claim that the project identified below is vested to earlier regulations and entitled to be reviewed under those regulations. The determination may be reconsidered once at the request of the applicant.*

Project Name: St Andrew's School Miller Tract  
Address: 5613 Paton Ranch Rd  
Case No. C8-2015-0042  
Date of Application: 3/2/2015  
Date of Determination: 3/6/2015

Signature:  Date: 3/6/2015

*See "Grounds for Determination" (reverse) for a summary of the most common grounds for approval or denial. Additional grounds may also apply.*

(X) **APPROVED**  
Vesting Date: 4/09/2014  
Findings: Ongoing project for a school only; based on SER 3448 and 3449 for a school project

# Vested Rights: APPROVED

DESPITE VESTED RIGHTS

"AS A SCHOOL "ON PROPERTY  
PLANNED TO BECOME SOLD FOR  
OFFICE/MF

SUCH VARIANCES ARE AKIN TO  
DOUBLE DIPPING AND PERHAPS  
ALREADY USED BEFORE  
SUBDIVISION

"CEF VARIANCES"



Suggested Bike Trail & (Route 66 Bike Plan SW PKWY incomplete) apparently not desired by St. Andrews as routed YBC (the "Y" to Barton Creek) urban Trail EIS



The developer has suggested 3 "*feasible*" options '*FOR SALE*' requiring additional height each with different needs

A CONVALESCENT HOME WOULD APPEAR TO HAVE THE LEAST IMPACT UPON TRAFFIC:

STATED AS LEAST PROBABLE

It is clear that the additional concession by the CoA ( height) and Convalescent Home usage given by a Neighborhood Plan Amendment are supported by OHNPCT and Travis Country ( TCCSA) if the terms of the OHNPCT letter of support are met.

Thank You!