

From: Francoise Luca

Sent: Monday, May 13, 2019 12:25 AM

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Subject: Details on Agenda Item 22: C14-2019-0055

Dear Planning Commissioners,

I am a member of the Gracywoods Neighborhood Association, which has overlapping boundaries to the North Burnet Road Gateway Neighborhood Planning area, and I'm writing to you today to oppose this zoning case.

As Greg Guernsey can attest, I was one of many North Austin neighborhood volunteers who worked on the North Burnet Road Gateway plan for two years back in 2005-2007. We went through the process of developing the FLUM for the area. We carefully considered each parcel land, many of which were then vacant land and worked with the property owners and developers on the final community vetted - and City of Austin approved plan.

The McKalla site is unique in many ways. It is public land. It is landlocked and has very limited frontage on McKalla Place road. There isn't even an entrance to the site off of that one-lane road! This was because of a special agreement that the City of Austin made with the neighbors when they purchased the land. The property owners on McKalla Place road did not want the Water Utility trucks to add congestion to their narrow road, so they reached an agreement to use the alley behind Discount Tires instead. Thus there has never been a driveway into that site from McKalla Place road.

The McKalla site also has a narrow strip of access to the Redline Metro Rail. This is why McKalla was designated as the #1 site for a transit-oriented housing and mixed-use development by the City of Austin.

The McKalla site is also unique in its environmental features. It sits lower than the surrounding properties and carries the runoff water from its neighbors. (Just do a google search for 10414 and you can see the green borders around the site, where the water accumulates and encourage native trees and plant growth.) It also has a wetland feature cataloged by the Army Corps of

Engineers in the National Wetland Registry maps. The water table at the site is rather high, and it is presumed that there is a perched aquifer under the site. And McKalla is also the headwaters of the Little Walnut Creek watershed. Recently, city biologists certified there was a natural spring just east of the property that feeds into the creek that flows toward the Quail Hollow neighborhood.

Because of all of these unique features, the North Burnet Road Gateway plan deemed that the majority of this site should be preserved as parkland and open green space to give new area residents access to parkland, as prescribed by the Imagine Austin plan. We even documented this desire in the plan and you can clearly see the mixed-use housing developments would surround the McKalla park in the neighborhood plan. See the attached exhibit from the North Burnet Road Neighborhood Plan.

Bottom line: **This site should not be zoned to allow for 85% impervious cover.**

Another reason I oppose this zoning case is because there is NO traffic impact analysis included with this application. Our municipal code requires that all major zoning cases include a TIA. It is unacceptable that the applicant, cannot demonstrate how they will handle the pedestrian and vehicle traffic for over 22,000 visitors to this site. It is unacceptable to wait until "substantial completion" to address this grave issue. And it is unacceptable to give this applicant an exception to the municipal code requirement of presenting a TIA with the zoning case. (Future applicants will expect similar allowances and this will undermine the entire zoning process.)

I have attached a very basic traffic map of the area, and it is obvious that all the traffic from this site will be forced into residential roadways and areas. The congestion to the entire North Austin area will be horrific and probably back up Burnet, Braker, Metric, Rundberg, Lamar, Highway 183, MoPac, Duval, Parmer and of course IH 35. We must know exactly how traffic generated from this venue will be handled BEFORE and zoning changes are granted.

I know as commissioners you are volunteers and very busy, and may not have had the time to study this case. ***However, if you have not personally visited this site and seen the traffic conditions, you must not pass judgment on this case until you fully understand the reality of this site.***

Please take the time to visit the McKalla site in person. I will gladly meet you and give you a tour of the area. As I said earlier, this is a unique site, and because it is "our" City-owned land, it is very important that it be carefully evaluated before any land use and zoning decision are made.

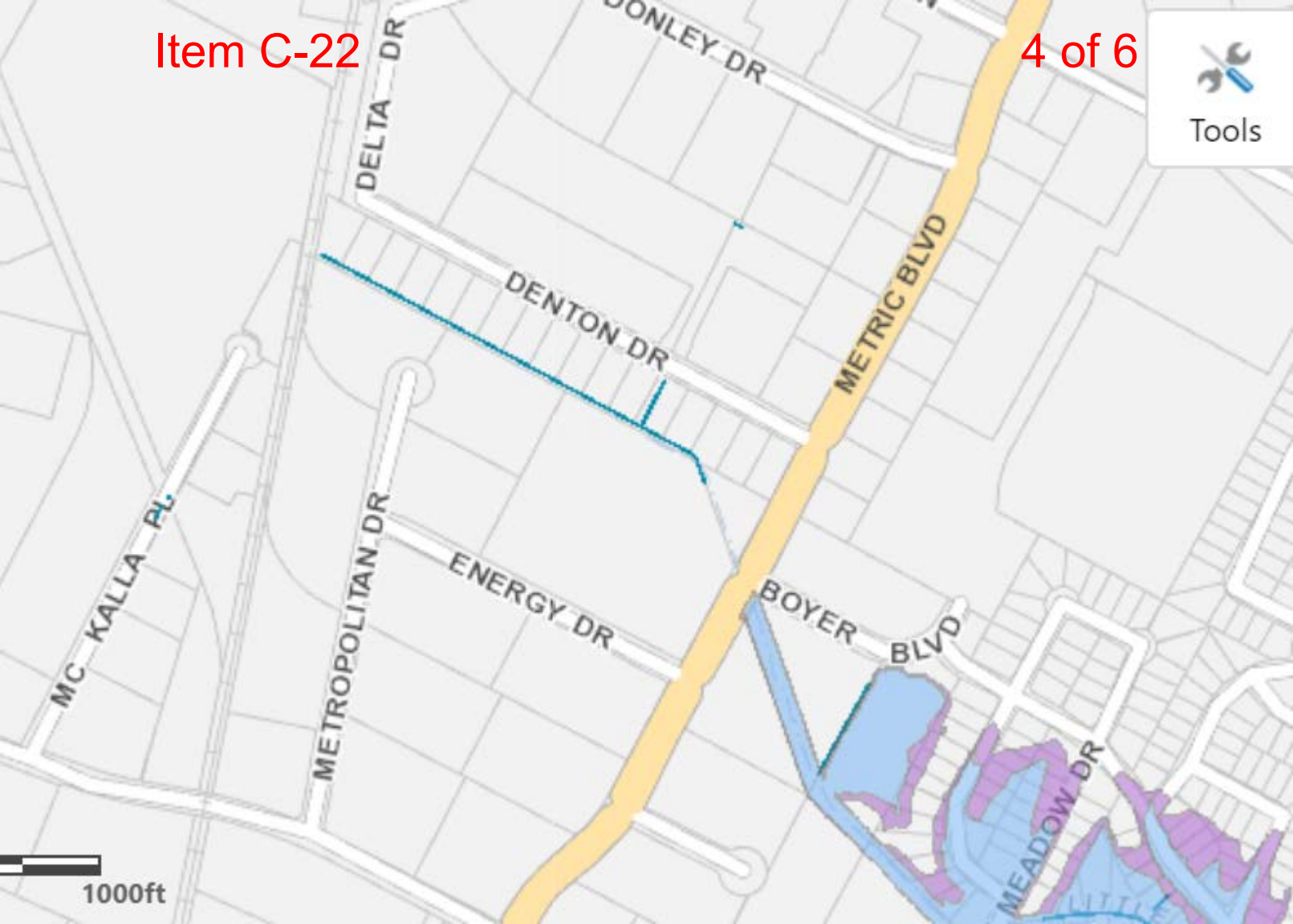
By the way, there is no hurry in this case despite what the lobbyists for the applicant may tell you. See page 13, Section 8.1.9 of the stadium Lease Agreement - "Project Start date on or before December 31, 2019".

Please let me know if I can provide you any other background information on this site or give you a tour of the neighborhood.

Sincerely,
Francoise Luca
Gracywoods Neighborhood Association, President 2019
512-923-7663



Tools



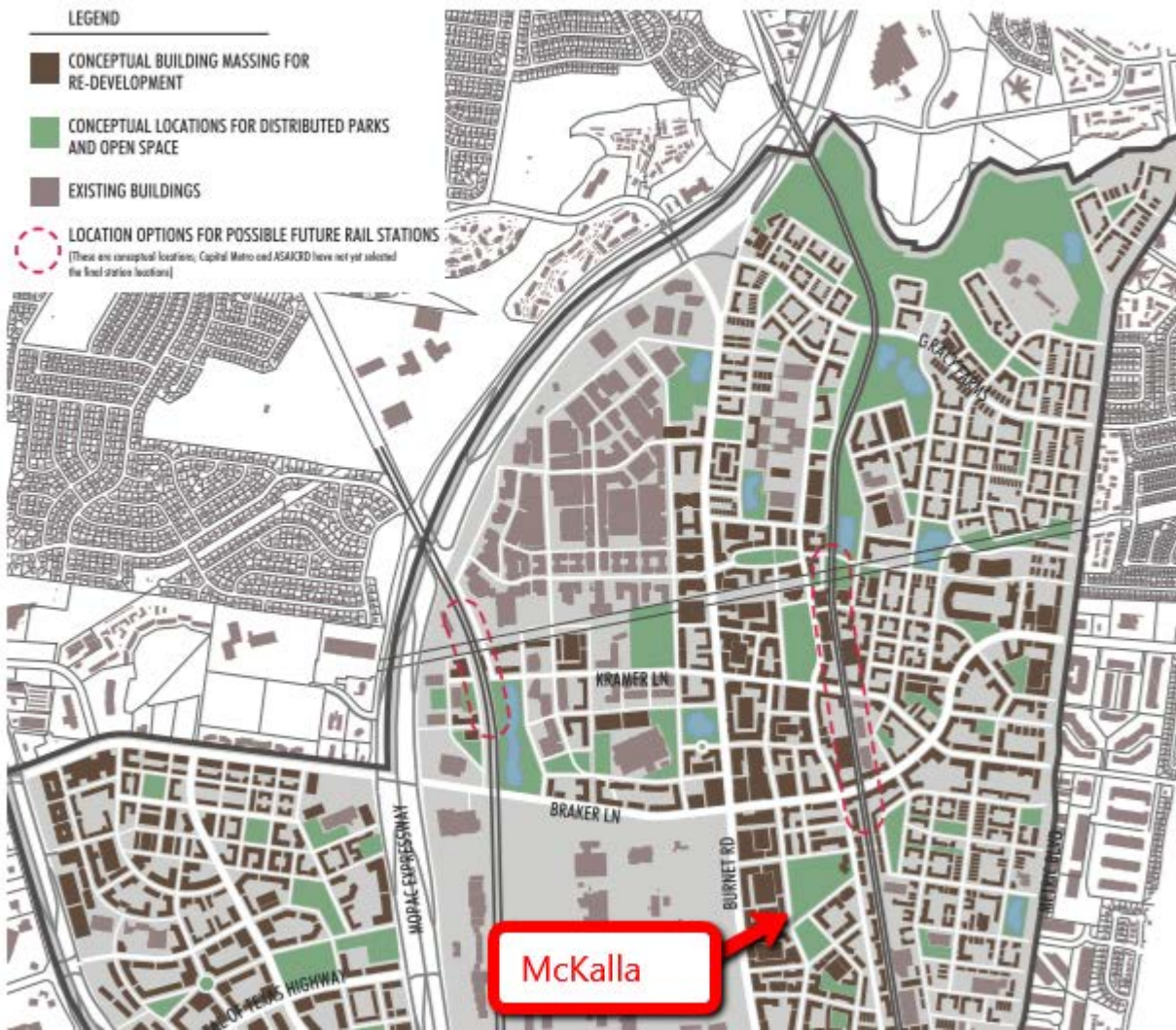
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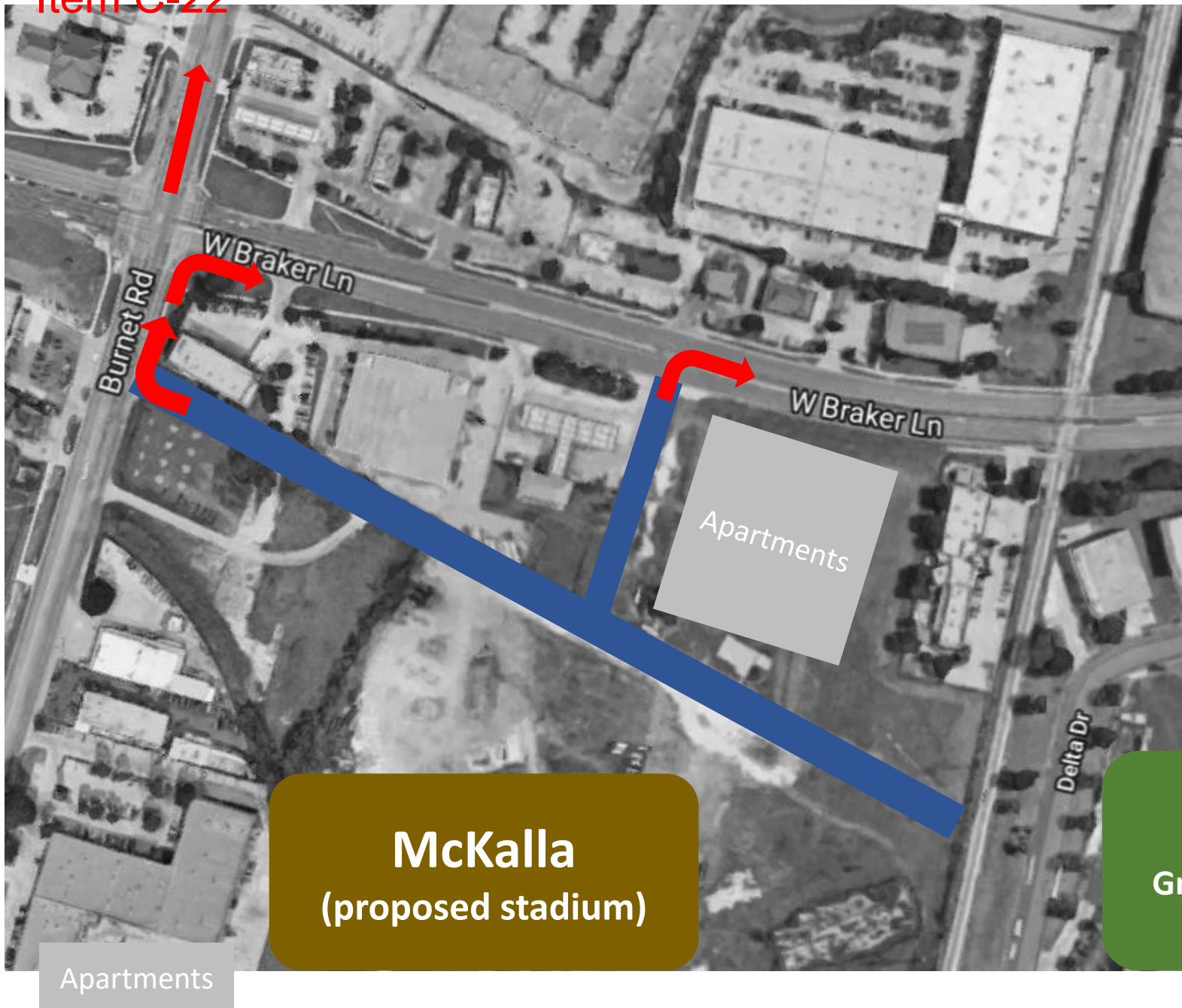
2035 CONCEPTUAL MASTER PLAN

from the North Burnet/ Gateway Master Plan, adopted Nov. 1, 2007.

This map presents a potential redevelopment vision and does not constitute regulatory standards.

5 of 6





Estimated Attendance

- 22,000 visitors
- 1000 cars (2500 people)
- 500 bikes (500 people)
- 4000 Ride Share (16,000 people)
- 60 buses (300 people)

Transportation Problems

- **Right Turns only** (due to exit locations being too close to intersections, medians and proximity to the rail line.)
- None or Limited bike lanes
- No dedicated bus lanes
- No ride share staging options
- Traffic dumps into neighborhood
- Not enough sidewalks on Burnet