



Thursday, December 14, 2006

+ Back Print

**Zoning Ordinances / Restrictive Covenants  
(HEARINGS CLOSED)  
RECOMMENDATION FOR COUNCIL ACTION**

**ITEM No. 62**

---

**Subject:** C14-06-0078 - South IH-35 Transit Facility - Approve second/third readings of an ordinance amending Chapter 25-2 of the Austin City Code by rezoning property locally known as 7902-7926 South IH-35 Service Road Southbound (South Boggy Creek Watershed) from community commercial (GR) district zoning to limited industrial service-planned development area (LI-PDA) combining district zoning. First reading approved on November 16, 2006. Vote. 7-0. Applicant: Rock Realty, Inc (John McCormack); Capital Metropolitan Transit Authority (Fred Gilliam) Agent: Doucet & Associates (Carol M. Stewart). City Staff Wendy Walsh, 974-7719.

**Additional Backup Material**

(click to open)

**Staff Report**

**For More Information:** Wendy Walsh, 974-7719

## SECOND / THIRD READINGS SUMMARY SHEET

ZONING CASE NUMBER: C14-06-0078

REQUEST.

Approve second / third readings of an ordinance amending Chapter 25-2 of the Austin City Code by zoning property locally known as 7902 – 7926 South IH-35 Service Road Southbound (South Boggy Creek Watershed) from community commercial (GR) district zoning to limited industrial service – planned development area (LI-PDA) combining district zoning. The PDA addresses additional permitted use in the LI zoning base district; prohibited uses; the application of site development standards for Transit Oriented Developments, including parking requirements, recommendations from the Environmental Board regarding cut and fill onsite, and driveway offsets on Foremost Drive.

DEPARTMENT COMMENTS.

The Planned Development Area incorporates the conditions imposed by the City Council at First Reading.

OWNER: Rock Realty, Inc. (John McCormack).

APPLICANT: Capital Metropolitan Transit Authority (Fred Gilliam)

AGENT: Doucet & Associates, Inc. (Carol M. Stewart).

DATE OF FIRST READING November 16, 2006, approved LI-PDA district zoning, on First Reading (7-0).

CITY COUNCIL HEARING DATE: December 14, 2006

CITY COUNCIL ACTION:

ORDINANCE NUMBER:

ASSIGNED STAFF: Wendy Walsh  
e-mail: wendy.walsh@ci.austin.tx.us

## ZONING CHANGE REVIEW SHEET

**CASE:** C14-06-0078

**Z.P.C. DATE:** October 3, 2006  
November 7, 2006

**ADDRESS:** 7902 – 7926 South IH-35 Service Road Southbound

**OWNER:** Rock Realty, Inc (John McCormack)      **APPLICANT:** Capital Metropolitan  
Transit Authority  
(Fred Gilliam)

**AGENT:** Doucet & Associates, Inc (Carol M. Stewart)

**ZONING FROM:** GR      **TO:** LI-PDA      **AREA:** 14.604 acres

The Applicant has requested

1) limited industrial service (LI) uses, as well as the following uses, to be *permitted*.

**Residential**

Multifamily residential  
Condominium residential  
Townhouse residential  
Retirement housing (large)  
Retirement housing (small)

**Civic**

Administrative services  
Transportation terminal

2) A residential use is permitted above the first floor of a commercial building.

3) The Applicant has requested to *prohibit* the following uses under a Planned Development Area:

Agricultural sales and services  
Automotive repair services  
Automotive washing  
Building maintenance services  
Commercial off-street parking  
Convenience storage  
Electronic prototype assembly  
Equipment repair services  
Laundry services  
Resource extraction  
Vehicle storage

Automotive rentals  
Automotive sales  
Basic industry  
Campground  
Construction sales and services  
Drive-in services as an accessory use  
Electronic testing  
Equipment sales  
Recycling center  
Scrap and salvage

4) The Applicant is proposing that Section 25-2-766 13 (*Transit Oriented Development District Initial Site Development Regulations*) and Section 25-2-766 14 (*Transit Oriented Development District Initial Parking Regulations*) apply to uses other than the transportation terminal.

- 5) Section 25-8-42(B)(5) (*Administrative Variances*) to remove cut and fill limitations or administrative variance requirements for detention and water quality ponds
- 6) Section 25-8-42(B)(6) (*Administrative Variances*) to allow fill up to eight (8) feet in the Desired Development Zone without an administrative variance.
- 7) Section 25-8-342 (*Fill Requirements*) to allow fill between eight (8) and 18 feet without a variance.
- 8) Section 5 3.1.K (*Driveways, Design Criteria, General*) of the Transportation Criteria Manual to allow driveways to be offset less than 80 feet from an opposing driveway, based on the following: moving the driveway further away causes sight distance issues due to a vertical curve on Foremost Drive, the driveway is to be used for buses only and the opposing driveway services a church and therefore has a different peak time than the transit facility.
- 9) Section 25-6-611 (*Parking Requirements for a Transit Oriented Development*) shall apply.

#### **SUMMARY STAFF RECOMMENDATION:**

The Staff recommendation is to grant limited industrial service – planned development area (LI-PDA) district zoning as requested by the Applicant and outlined above with conditions #1, #2 and #3 of the Environmental Board as shown in Exhibit D

#### **ZONING & PLATTING COMMISSION RECOMMENDATION:**

October 3, 2006: *APPROVED A REQUEST FOR POSTPONEMENT REQUEST BY APPLICANT AND NEIGHBORHOOD TO 11-7-06*

*[J. MARTINEZ, S. HALE – 2<sup>ND</sup>] (7-0) K JACKSON, J. PINNELLI – ABSENT*

November 7, 2006: *APPROVED LI-PDA DISTRICT ZONING WITH CONDITIONS #1, #2 AND #3 OF THE ENVIRONMENTAL BOARD AS RECOMMENDED BY STAFF; BY CONSENT.*

*[J. MARTINEZ, S. HALE – 2<sup>ND</sup>] (9-0)*

#### **ISSUES:**

The Circle S Ridge Neighborhood and the Applicant met on Thursday, September 29<sup>th</sup> at the Pleasant Hill Library and on Monday, October 30<sup>th</sup> at the Southeast Austin Community Branch Library to discuss the rezoning case. In preparation for the October 30<sup>th</sup> meeting, Capital Metro contracted with a traffic engineering firm to prepare a study of the existing traffic patterns in the area, measures to address cut-through traffic on Circle S Road, including the installation of traffic calming devices and road closure. The study states that the anticipated riders of the Park and Ride facility will come from the south and west of the site and therefore any traffic using the neighborhood streets to the north would likely be from the existing single family residences or employees of the Commemorative Brands office.

**DEPARTMENT COMMENTS:**

The subject rezoning area is undeveloped and consists of a platted lot and an unplatted, vacated portion of the South Congress Avenue right-of-way. The property has frontage along South Congress Avenue, Foremost Drive and the southbound IH-35 service road, and is zoned community commercial (GR). The South IH-35 Transit Oriented Development (TOD) district encompasses this property as well as the surrounding area and was approved by the City Council on October 5, 2006. Development standards will be crafted during the subsequent station area plan process. The intent of a TOD district is to create a development that is compatible with and supportive of public transit and pedestrian-oriented environment. Please refer to Exhibits A (Zoning Map), A-1 (Aerial View) and B (Recorded Plat).

The Applicant proposes to develop the property with a transportation terminal (also known as a park and ride facility) in accordance with Capital Metro's "All Systems Go!" Plan. This location will serve as the southern terminus of the rapid bus route that begins at the North IH 35 Transit facility, in operation at IH-35 and Parmer Lane. A conceptual site plan provided as Exhibit C shows vehicular access along Foremost Drive and separate driveways for buses to Foremost Drive and South Congress Avenue. The Applicant has requested limited industrial service – planned development area (LI-PDA) zoning and modifications which will allow for additional permitted land uses, prohibited land uses, parking and access regulations, and environmental regulations. More specifically, the Applicant has made the following requests: 1) that a transportation terminal use be permitted in the LI zoning district; 2) that certain residential uses be permitted, 3) that intensive commercial and industrial land uses that are incompatible with the activities of a transportation terminal and higher density residential development be prohibited; and 4) that environmental and transportation modifications address the property's physical characteristics and will allow for pedestrian and vehicular access from South Congress Avenue and Foremost Drive.

The Staff recommends the Applicant's request as described above for LI-PDA district zoning given its location within a commercial corridor, a proposed transit oriented development (TOD) district, and ability to enhance the public transit facilities available to South Austin, along with the following conditions established by the Environmental Board. 1) attenuation of the parking lot heat island effect and providing new landscaping for maximum shading of pavement; 2) the use of drought-tolerant and/or low water requirement plantings; and 3) the preparation of an Integrated Pest Management (IPM) Plan. The Environmental Board also made the following recommendations, to be implemented during the site plan process: 4) the use of concrete paving and a concrete bus lane; 5) consultation with the City Arborist regarding preservation of existing tree to the extent practicable and 6) the use of mulch from existing trees required to be removed to enhance areas of existing vegetation for use as a vegetative filter strip on the east side of the parking area, reduce transpiration of water from the soil, reduce temperatures, and minimize compaction from equipment and foot traffic. The Staff memo prepared for the Environmental Board is provided as Exhibit D.

**EXISTING ZONING AND LAND USES:**

|              | <b>ZONING</b>                 | <b>LAND USES</b>   |
|--------------|-------------------------------|--|
| <i>Site</i>  | GR                            | Undeveloped  |
| <i>North</i> | CS; GR; SF-3; SF-2; LI        | Undeveloped; Church and parking area, Offices; South Boggy Creek; Cemetery           |
| <i>South</i> | LI-CO                         | Undeveloped; Water quality pond; Food bank; Auto salvage                             |
| <i>East</i>  | N/A                           | Southbound frontage road for IH-35   |
| <i>West</i>  | GR-CO, LI-CO; RR-CO; DR; SF-2 | AC / Heating company; Auto salvage; Three residences; RV and boat storage; Warehouse |

**AREA STUDY:** N/A**TIA:** Is not required**WATERSHED:** South Boggy Creek**DESIRED DEVELOPMENT ZONE:** Yes**CAPITOL VIEW CORRIDOR:** No**SCENIC ROADWAY:** No**NEIGHBORHOOD ORGANIZATIONS:**

26 – Far South Austin Community Association  
 262 – Beaconridge Neighborhood Association  
 300 – Terrell Lane Interceptor Association  
 428 – Barton Springs / Edwards Aquifer Conservation District  
 511 – Austin Neighborhoods Council  
 627 – Onion Creek Homeowners Association  
 646 – Circle S Ridge Neighborhood Association  
 742 – Austin Independent School District  
 948 – South by Southeast Neighborhood Organization

**SCHOOLS:**

Pleasant Hill Elementary School      Bedichek Middle School      Crockett High School

**CASE HISTORIES:**

| <b>NUMBER</b>                   | <b>REQUEST</b> | <b>COMMISSION</b>   | <b>CITY COUNCIL</b>   |
|---------------------------------|----------------|---|---|
| C14-06-0086 – Bill's Auto Parts | DR, SF-2 to LI | To Grant RR-CO; LI-CO with the CO for 2,000 trips, prohibit exterminating services and pawn shops | Approved LI-CO as ZAP recommended (8-10-06)                                       |
| C14-00-2018 – Wattinger Acres   | DR to LI       | To Grant LI-CO  | Approved LI-CO with CO for 2,000 trips; no access to Hubach Lane; prohibited uses |

|  |                |                                |   |
|--|----------------|--------------------------------|---|
|  |                |                                | of scrap & salvage, pawn shops, service station, adult-oriented uses; auto sales and vehicle storage (05-11-00).  |
| C14-95-0048 – NFP Partnership Zoning Change      | DR; SF-2 to LI | To Grant LI-CO                 | Approved LI-CO with conditions including performance standards (6-22-95).   |
| C14-91-0047 – Dave Transportation Services, Inc. | DR; SF-2 to LI | To Grant LI                    | Approved LI-CO with CO to prohibit general retail sales (general and convenience), PDA performance standards and no structure within 25' of the front yard (7-11-91). |
| C14-89-0077 – F G. Spillman, et al               | DR, SF-2 to LI | To Grant LI-CO with conditions | Approved LI-CO with CO for PDA performance standards, and no structure within 25' of the front yard (7-12-90)   |

**RELATED CASES:**

The property is platted as Lot 2 of Centennial Park, a subdivision recorded in 1972 as well as unplatted acreage that corresponds with vacated right-of-way of South Congress Avenue. Please refer to Exhibit B.

**ABUTTING STREETS:**

| NAME                  | ROW     | PAVEMENT | CLASSIFICATION | CAPITAL METRO | BICYCLE PLAN | SIDEWALKS |
|-----------------------|---------|----------|----------------|---------------|--------------|-----------|
| IH 35 Frontage road   | Varies  | Varies   | Arterial       | TBD           | No           | No        |
| Foremost Drive        | 64 feet | Varies   | Collector      | TBD           | No           | No        |
| South Congress Avenue | Varies  | Varies   | Arterial       | TBD           | Yes          | No        |
| Circle S Road         | Varies  | Varies   | Collector      | TBD           | No           | No        |

**CITY COUNCIL DATE:** October 19, 2006

**ACTION:** Approved a Postponement request by the Staff to November 16, 2006 (7-0).

November 16, 2006

Approved LI-PDA district zoning as Zoning and Platting Commission recommended, on 1<sup>st</sup> Reading (7-0)

December 14, 2006

**ORDINANCE READINGS:** 1<sup>st</sup>

2<sup>nd</sup>

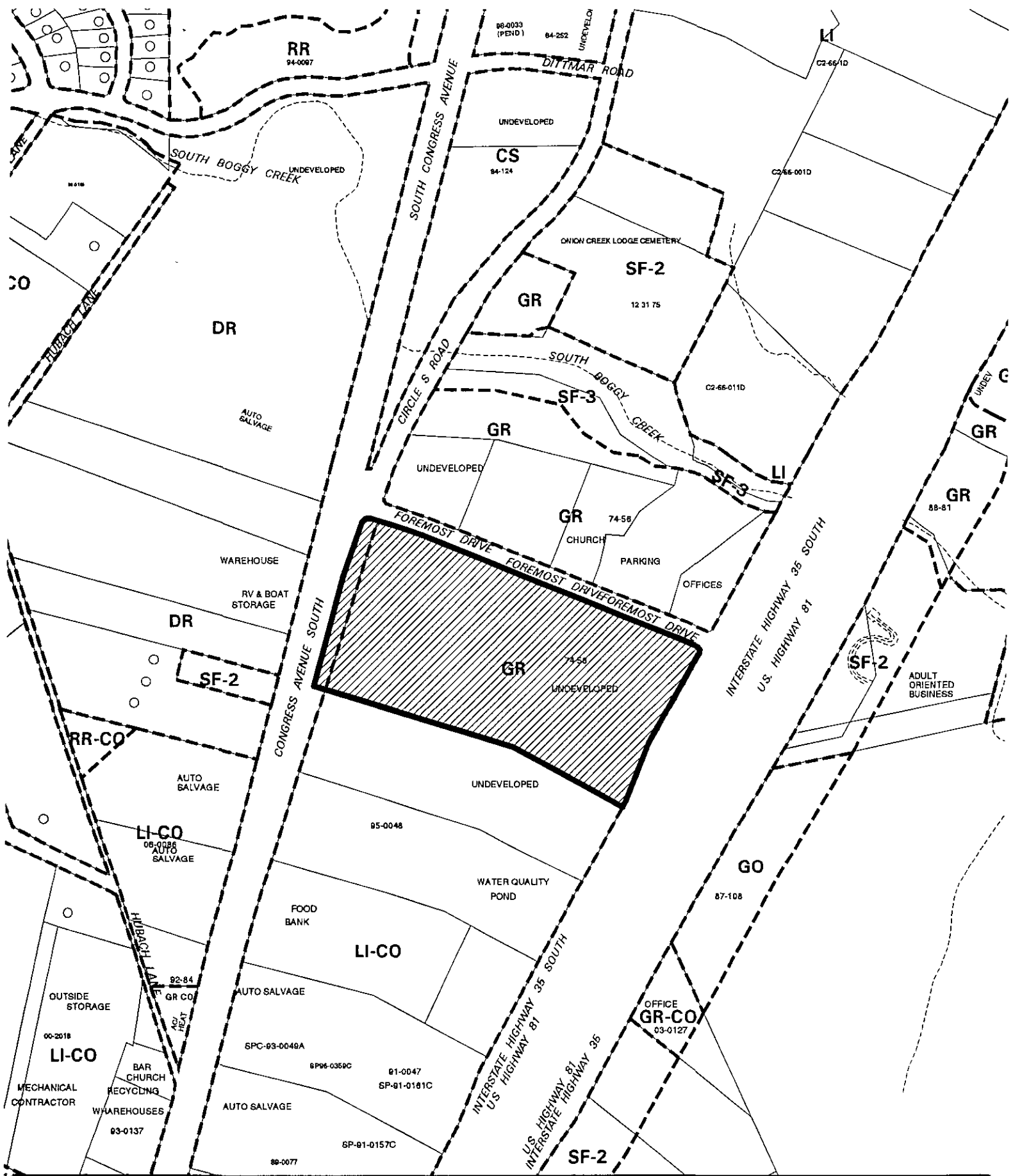
3<sup>rd</sup>

**ORDINANCE NUMBER:**

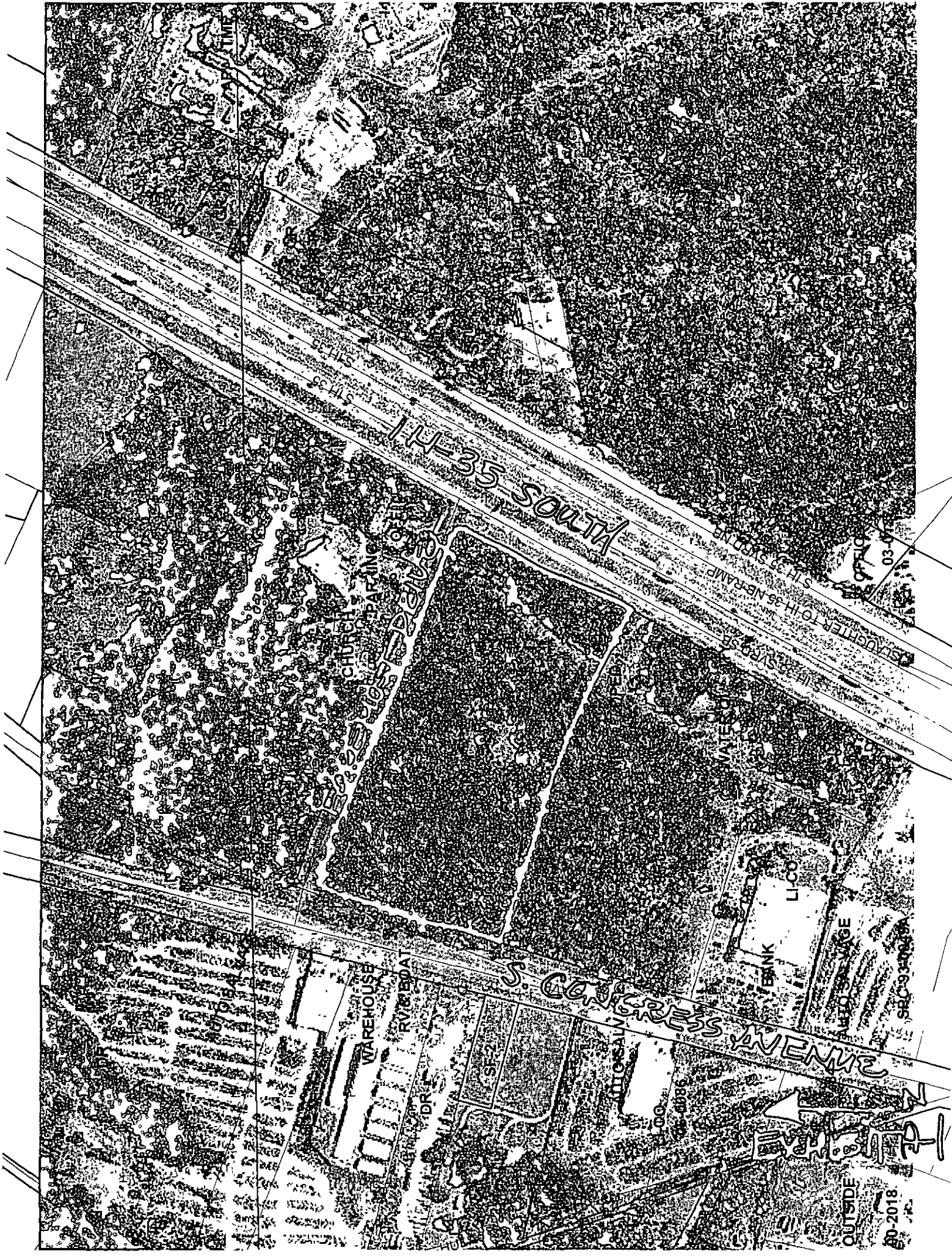
**CASE MANAGER:** Wendy Walsh  
e-mail: wendy.walsh@ci.austin.tx.us

**PHONE:** 974-7719





|                             |                     |                               |             |   |
|-----------------------------|---------------------|-------------------------------|-------------|---|
| <br>1" = 400'               | SUBJECT TRACT<br>   | <b>ZONING EXHIBIT A</b>       |             | CITY GRID<br>REFERENCE<br>NUMBER<br><br>G14 |
|                             | PENDING CASE<br>    |                               |             |   |
|                             | ZONING BOUNDARY<br> | CASE #: C14-06-0078           | DATE: 06-09 |   |
|                             | CASE MGR: W WALSH   | ADDRESS: 7902-7926 S IH 35 SB | INTLS: SM   |   |
| SUBJECT AREA (acres) 14.604 |                     |                               |             |   |



I-4-35 SOUTH

CHURCH  
ST. JOHN'S

S. CONGRESS AVENUE

OUTSIDE

WAREHOUSE

RV

DR

LICO

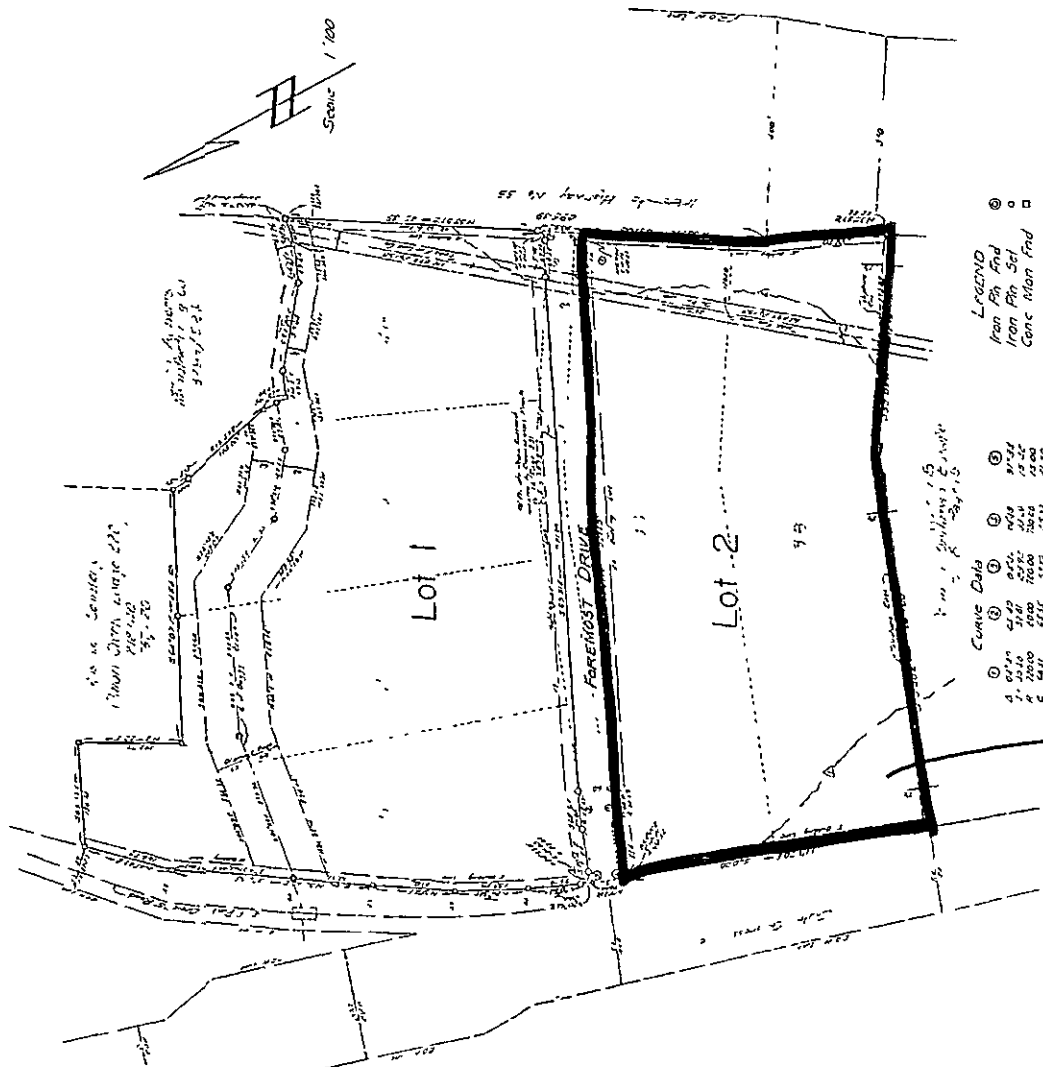
BANK

AUTO SERVICE

00-2018

03-07

CENTENNIAL PARK



for Partial Vacation of part of Lot 1, see Vol 6512 Pg 1836 Reel Records

REZONING AREA

EXHIBIT B  
RECORDED  
PLAT

STATE OF TEXAS  
COUNTY OF TRAVIS  
I, Notary Public in and for Travis County, Texas, do hereby certify that the foregoing instrument was duly recorded on the 28th day of March, A.D. 1973, at 10:00 o'clock A.M. in Book 64, Page 22 of the Plat Records of Travis County, Texas.

WITNESS MY HAND AND SEAL OF OFFICE, this the 28th day of March, A.D. 1973.

NOTARY PUBLIC IN AND FOR TRAVIS COUNTY, TEXAS

Harvey C. Broussard, partner  
CIB Investment Co.

STATE OF TEXAS  
COUNTY OF TRAVIS  
BEFORE ME, the undersigned authority, a Notary Public in and for the said county and state, on this day personally appeared Wilfred D. Christner known to me to be the person whose name is subscribed to the foregoing instrument and he acknowledged to me that he executed the same for the purposes and considerations therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 28th day of March, A.D. 1973.

NOTARY PUBLIC IN AND FOR TRAVIS COUNTY, TEXAS

APPROVED FOR ACCEPTANCE  
This the 28th day of March, 1973

Richard K. Little, Director of Planning

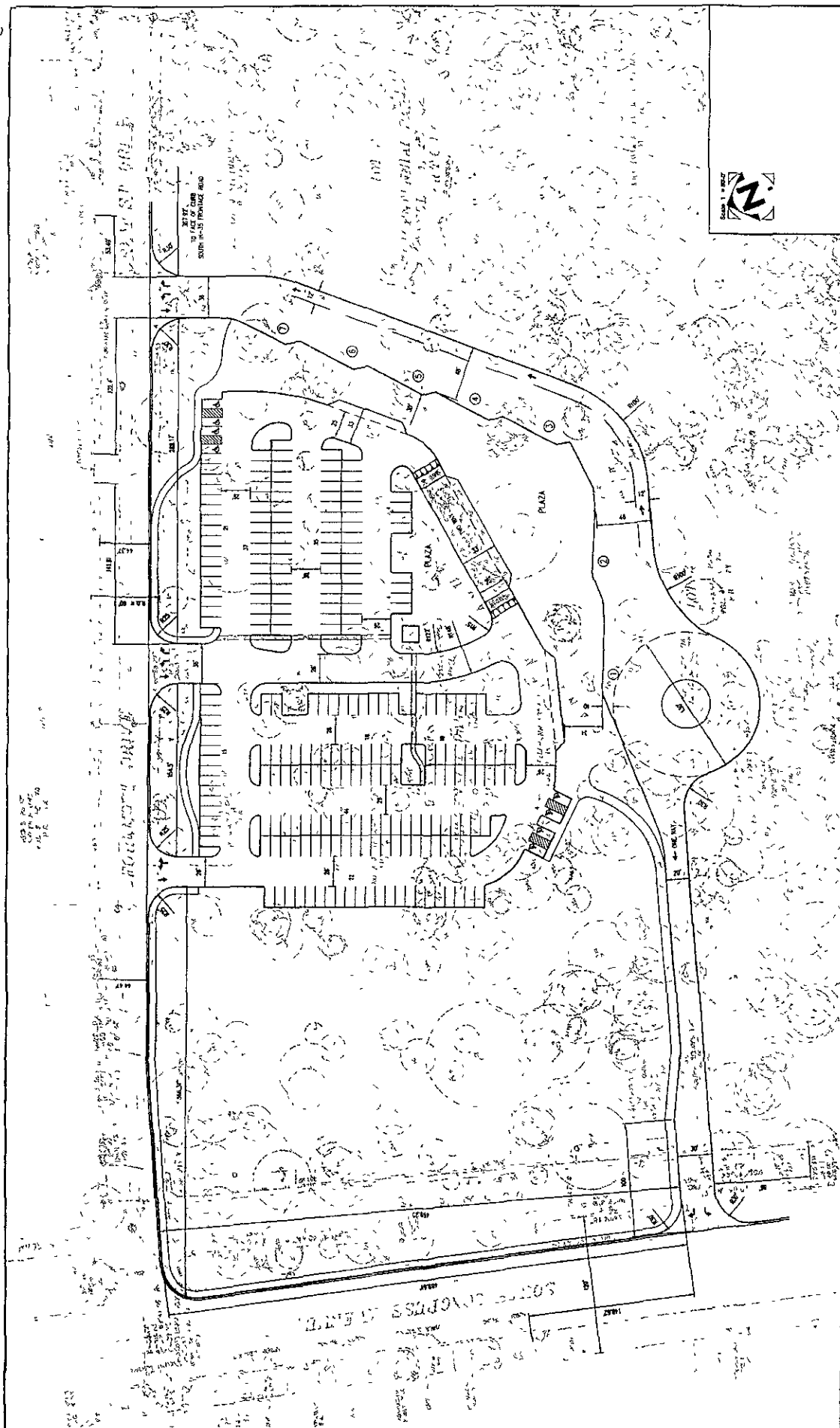
STATE OF TEXAS  
COUNTY OF TRAVIS  
I, Doris Shropshire, clerk of the County Court with and for the County and State aforesaid, do hereby certify that the foregoing instrument was duly recorded on the 28th day of March, A.D. 1973, at 10:00 o'clock A.M. in Book 64, Page 22 of the Plat Records of Travis County, Texas.

WITNESS MY HAND AND SEAL OF OFFICE, this the 28th day of March, A.D. 1973.

Doris Shropshire, Clerk County Court, Travis County, Texas

By: [Signature]  
Deputy

ENGINEERING & SURVEYING BY  
Oscar W. Holmes  
Registered Professional Engineer  
Austin, Texas



|  |  |  |  |  |  |   |   |                                |
|--|--|--|--|--|--|---|---|--------------------------------|
|  | <b>MARTINEZ<br/>WRIGHT &amp;<br/>MENDEZ</b><br>Civil Engineering, Lead Surveying, Architecture | <b>CHUCK CHASE ONE</b><br>7700 Cherry Creek Drive<br>Suite 300, Dallas, Texas 75243<br>972.344.1111<br>www.mwmfirm.com | <b>DATE</b><br>10/1/04<br><b>DESCRIPTION</b><br>This is a conceptual site plan for the South IH 35 Transit Facility. It is not to be used for construction purposes. | <b>BY</b><br>[Signature]<br><b>DATE</b><br>10/1/04 | <b>SCALE</b><br>1" = 100'<br>This is a conceptual site plan. It is not to be used for construction purposes. | <b>SITE PLAN</b><br>Capital Metropolitan Transportation Authority<br>South IH 35 Transit Facility | <b>EX-8</b><br>08-21-04<br>DATE<br>08-21-04<br>PAGE<br>1 OF 1 | <b>PRELIMINARY ENGINEERING</b> |
|--|--|--|--|--|--|---|---|--------------------------------|

EXHIBIT C  
CONCEPTUAL  
SITE PLAN



## **ITEM FOR ENVIRONMENTAL BOARD AGENDA**

**BOARD MEETING**  
**DATE REQUESTED:** September 20, 2006

**NAME AND NUMBER OF PROJECT:** South IH 35 Transit Facility  
C14-06-0078

**NAME OF APPLICANT OR ORGANIZATION:** Doucet & Associates  
Carol Stewart (583) 2600

**LOCATION:** 7902-7926 South IH-35 Service Road Southbound

**PROJECT FILING DATE:** April 7, 2006

**WPDR/ENVIRONMENTAL STAFF:** Betty Lambright, 974-2696  
[betty.lambright@ci.austin.tx.us](mailto:betty.lambright@ci.austin.tx.us)

**WPDR/ CASE MANAGER** Wendy Walsh, 974-7719  
[wendy.walsh@ci.austin.tx.us](mailto:wendy.walsh@ci.austin.tx.us)

**WATERSHED:** South Boggy Creek (Suburban Watershed/Desired Development Zone)

**ORDINANCE:** Planned Development Area (PDA)

**REQUESTED EXCEPTIONS:**

- (1) No cut/fill limitations or administrative variance requirement for detention and water quality ponds {25-8-42(B)(5)}
- (2) Fill up to 8' in the Desired Development Zone without an administrative variance {25-8-42(B)(6)}
- (3) To allow fill between 8-18' {25-8-342}

**STAFF RECOMMENDATION:** Recommended with conditions.

EXHIBIT D



## MEMORANDUM

**TO:** Betty Baker, Chairperson  
Members of the Zoning and Platting Commission

**FROM:** Betty Lambright, Environmental Review Specialist Sr.  
Watershed Protection and Development Review Department

Wendy Walsh, Senior Planner  
Neighborhood Planning and Zoning Department

**DATE:** September 20, 2006

**SUBJECT:** South IH 35 Transit Facility/C14-06-0078  
7902-7926 South IH-35 Service Road Southbound

### **Description of Project**

Staff received a rezoning application for the above-mentioned case that proposes limited industrial service – planned development area (LI-PDA) zoning to accommodate the construction of a transportation terminal. The transportation terminal is in accordance with the voter-approved "All Systems Go" Plan and will be the southern terminus for the rapid bus route from the North IH-35 Transit Facility. As shown in the attachment, the terminal will be accessible from both South Congress Avenue and Foremost Drive. The rezoning application is scheduled for consideration by the Zoning and Platting Commission on October 3, 2006.

### **Description of Property**

The proposed site is located west of the southbound service road of IH 35, south of Foremost Drive and east of South Congress Avenue. It is located in the South Boggy Creek Watershed (Suburban Watershed) and is in the Desired Development Zone. The site is not located over the Edwards Aquifer Recharge Zone.

### **Topography/Soils/Vegetation**

The site is dominated by a central plateau of over 6 acres of 0-15% slopes. The east and west side of the hill have steeper gradients, as per the attached slope map. Runoff is conveyed toward the IH 35 service road and South Congress via several internal dry drainage channels. There are no classified waterways, Critical Water Quality Zone or Water Quality Transition Zone on the site.

The soils are comprised of mainly deep, gently sloping Blackland Prairie soils. The Austin-Eddy association consists of moderately deep and shallow, calcareous, clayey and loamy soils overlying chalk.

The vegetation is dominated by mature Ashe juniper with a scattering of live oak, Texas red oak, mountain laurel and other native understory plants. The undergrowth is much sparser on the undisturbed central portion of the property.

### **Critical Environmental Features/Endangered Species**

There are no Critical Environmental Features located on or within 150' of the site.

### **Requested Exceptions to Current Code**

The Applicant is requesting LI-PDA zoning with the following adjustments to current environmental regulations:

- (1) No cut and fill limitation or administrative variance requirement for detention and water quality ponds {25-8-42(B)(5)};
- (2) Fill up to 8' in the Desired Development Zone without an administrative variance {25-8-42(B)(6)}; and
- (3) Fill between 8-18' is permitted without a variance {25-8-342}.

### **Recommendations**

Staff supports the requests for adjustments because the Applicant has sufficiently addressed the environmental issues surrounding the proposed facility.


### **Conditions**

The Applicant has agreed to the following conditions/enhancements:

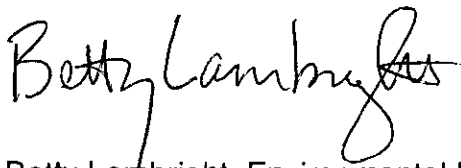
- (1) Attenuation of the parking lot heat island effect (see attached Landscape exhibit);
- (2) Drought-tolerant and/or low water requirement plantings;
- (3) Implementation of an IPM plan;
- (4) Concrete parking and concrete bus lane;

- (5) Consultation with the City Arborist to maximize the health of the existing trees; and
- (6) Utilizing the mulch from the removed trees as a vegetative filter strip on the east side of the parking lot.

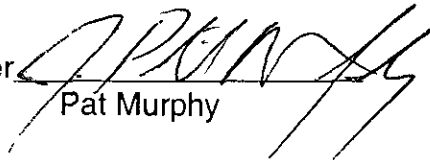
If you have any questions or need additional information, please feel free to contact us.



Wendy Walsh, Senior Planner (974-7719)  
Neighborhood Planning and Zoning Department



Betty Lambright, Environmental Review Specialist Sr. (974-2696)  
Watershed Protection and Development Review

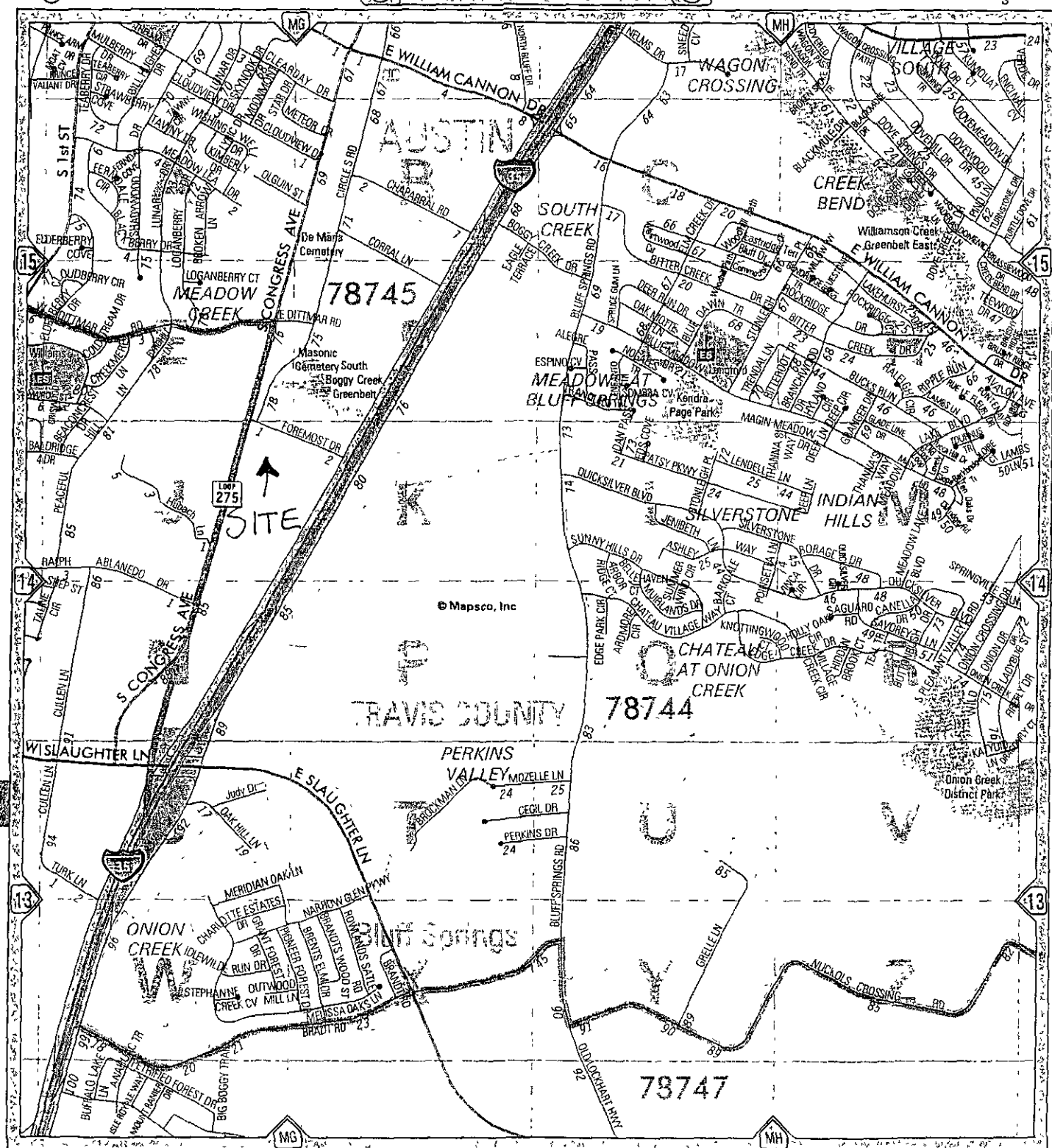
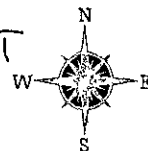
EV Officer   
Pat Murphy



TAKE THE IH-35 SOUTHBOUND FEEDER ROAD AT  
WILLIAM CANNON. TURN RIGHT ON FOREMOST  
DRIVE.

674

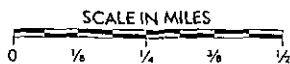
CONTINUED ON MAP 644



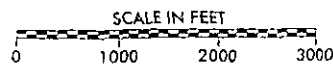
CONTINUED ON MAP 673

CONTINUED ON MAP 704

CONTINUED ON MAP 675



COPYRIGHT 1993, 2004 by MAPSCO INC. - ALL RIGHTS RESERVED





## ENVIRONMENTAL BOARD MOTION092006-B1

Date: September 20, 2006

Subject: Doucet & Associates Capital Metro South IH 35 Transit Facility

Motioned By: Phil Moncada

Seconded By: Julie Jenkins

### Recommendation

The Environmental Board recommends **conditional approval** of a variance to LDC Section 25-8-42 (B)(5) 1) - No cut/fill limitations or administrative variance requirement for detention and water quality ponds 2) LDC Section 25-8-42 (B)(6) Fill up to 8' in the Desired Development Zone without an administrative variance 3) To allow fill between 8-18 feet.

### Staff Conditions

1. Attenuation of the parking lot heat island effect
2. Drought-tolerant and or/low water requirement planting,
3. Implementation of an IPM plan,
4. Concrete parking and concrete bus land,
5. Consultation with the City Arborist to maximize the health of existing trees
6. Utilizing the mulch from the removed trees as a vegetative filter strip on the east side of the parking lot.

### Rationale

Variance requests are associated with a Public Transit Facility, there is a reduction of impervious cover by 10% (ten percent) (from 90 to 80) with concrete parking and bus lanes reducing the opportunity to use parking lot sealants.

Vote: 6-0-0-2

For: Karin Ascot, Phil Moncada, William Curra, John Dupnik, Mary Gay Maxwell and Julie Jenkins.

Against: None.

Abstain None.

Absent: Rodney Ahart and \*Dave Anderson

Approved By

Dave Anderson P.E., CFM  
Environmental Board Chair

\* Dave Anderson is absent due to recusal.

DRAFT

**SUMMARY STAFF RECOMMENDATION:**

The Staff recommendation is to grant limited industrial service – planned development area (LI-PDA) district zoning as requested by the Applicant and outlined above with conditions #1, #2 and #3 of the Environmental Board as shown in Exhibit D

**BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)**

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

The LI district designation is for a commercial service use or limited manufacturing use generally located on a moderately sized site. The PDA combining district designation provides for industrial and commercial uses in certain commercial and industrial base districts

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

The Staff recommends the Applicant's request as described above for LI-PDA district zoning given its location within a commercial corridor, a proposed transit oriented development (TOD) district, and ability to enhance the public transit facilities available to South Austin, along with the following conditions established by the Environmental Board 1) attenuation of the parking lot heat island effect and providing new landscaping for maximum shading of pavement, 2) the use of drought-tolerant and/or low water requirement plantings, and 3) the preparation of an Integrated Pest Management (IPM) Plan.

**EXISTING CONDITIONS****Site Characteristics**

The site is undeveloped and heavily vegetated that is dominated by a central hill and slopes over 15% on the east side. Site characteristics are further described in the Staff memo prepared for the Environmental Board, provided as Exhibit B.

**Impervious Cover**

The maximum impervious cover allowed by the LI-PDA zoning district would be 80% based on the more restrictive watershed regulations.

**Environmental**

The site is not located over the Edward's Aquifer Recharge Zone. The site is in the Desired Development Zone. The site is in the South Boggy 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. 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 Net Site Area</i> | <i>% with Transfers</i> |
|--|---------------------------|-------------------------|
| Single-Family<br>(minimum lot size 5750 sq. ft.) | 50%                       | 60%                     |
| Other Single-Family or Duplex                    | 55%                       | 60%                     |
| Multifamily                                      | 60%                       | 70%                     |
| Commercial                                       | 80%                       | 90%                     |

According to flood plain maps, there is no floodplain within, or adjacent to the project boundary.

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

Under current watershed regulations, development or redevelopment on this site will be subject to the following water quality control requirements:

- Structural controls: Sedimentation and filtration basins with increased capture volume and 2 year detention.

### **Transportation**

No additional right-of-way is needed at this time.

The trip generation under the requested zoning is estimated to be 22,607 trips per day, assuming that the site develops to the maximum intensity allowed under the zoning classification (without consideration of setbacks, environmental constraints, or other site characteristics). The proposed transportation terminal will generate approximately 1,127 trips per day.

A traffic impact analysis was waived for this case because the applicant agreed to limit the intensity and uses for this development. If the zoning is granted, development should be limited through a conditional overlay to less than 2,000 vehicle trips per day [LDC, 25-6-117]

### **Water and Wastewater**

The landowner intends serve the site with City of Austin water and wastewater utilities. The landowner, at own his own expense, will be responsible for providing the water and wastewater utility improvements, offsite main extension, system upgrades, utility adjustments and relocation. Also, the utility plan must be reviewed and approved by the Austin Water Utility. The plan must be in accordance with the City of Austin design criteria. The utility construction must be inspected by the City. The landowner must pay the applicable and associated City fees.

**Site Plan and Compatibility Standards**

The site is subject to compatibility standards. Along the west property line, the following standards apply.

- No structure may be built within 25 feet of the property line
- No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- No parking or driveways are allowed within 25 feet of 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.

## Walsh, Wendy

---

**From:** Carol Stewart [Carol Stewart@doucet-austin.com]  
**Sent:** Tuesday, October 03, 2006 3 52 PM  
**To:** Walsh, Wendy  
**Cc:** willywerks@sbcglobal.net; chammond1@austin.rr.com; steve roudebush@capmetro.org, rkleeman@munsch.com, robert okamoto@capmetro.org, Julia@mwminc.com  
**Subject:** C14-06-0078 - South IH 35 Transit Facility Postponement request  
**Importance:** High

Hi Wendy -

Cap Metro, The Circle S Ridge NA, and the Far South Austin Community Association have agreed to a joint postponement request on the above referenced case until the November 7 ZAPCO meeting. The postponement will give us the opportunity to further investigate issues that have been raised and allow time for another meeting between the parties.

Additionally, we would like to update our schedule for 1st reading at City Council to November 16.

Call me if you have any questions.

Thanks,  
Carol

Carol M. Koenig Stewart  
Doucet & Associates, Inc  
7401 B Hwy 71 W., Suite 160  
Austin, TX 78735  
512-583-2600 Phone  
512-583-2601 Fax  
www.doucetandassociates.com  
carol.stewart@doucet-austin.com

10/3/2006

# **SOUTH CONGRESS PARK & RIDE**

---

*< CIRCLE S ROAD "CUT-THROUGH" TRAFFIC STUDY >*

November 3, 2006



# **SOUTH CONGRESS PARK & RIDE**

*< CIRCLE S ROAD "CUT-THROUGH" TRAFFIC STUDY >*

Prepared for  
**Capital Metro**

Prepared by  
**HDR|WHM Transportation**

504 Lavaca Street, Suite 1175  
Austin, Texas 78701 USA  
Telephone 512 473-8343  
Facsimile 512 473-8237  
Website [hdrinc.com](http://hdrinc.com)



*John M. McInturff*  
11/3/06

November 3, 2006

# **SOUTH CONGRESS PARK & RIDE**

## **< CIRCLE S ROAD "CUT-THROUGH TRAFFIC STUDY" >**

### **Site and Area Access Characteristics**

The proposed development will consist of a Park and Ride (P&R) facility with 250 parking spaces and is to be completed in January 2008. The project site is bounded by South Congress Avenue on the west, Foremost Drive on the north, the IH 35 West Frontage Road on the east and vacant land on the south. Access to the site is proposed via three driveways on Foremost Drive and one driveway on South Congress Avenue as shown in Figure 1. The two western driveways on Foremost Drive will be for use by facility patrons with the eastern driveway for bus traffic only. The South Congress Avenue driveway will be for outbound bus traffic only.

Development of the proposed facility requires rezoning approval by the City of Austin. This proposed P&R facility with 250 parking spaces will generate an estimated 1,125 daily trips. Because this number is less than 2,000, no traffic impact analysis was required as a part of the rezoning application and process. In the course of meeting with adjacent property owners and neighborhood groups, concerns were expressed about "cut-through" traffic on the street network in the vicinity of the site. In response to these concerns, a study was undertaken to address existing and potential traffic impacts in the vicinity of the site.

Circle S Road, Corral Lane, Chaparral Road, Dittmar Road and Foremost Drive are all public streets and all motorists are entitled to travel anywhere along these streets as long as they comply with applicable traffic regulations such as speed limits, stop signs and traffic signals.

### **Data Collection**

In order to determine existing area traffic patterns to serve as the basis for evaluating "cut-through" traffic and potential site traffic distribution, peak period turning movement counts (7:00-9:00 AM and 4:00-6:00 PM) were collected at the following intersections:

- a Foremost Drive and IH 35 West Frontage Road
- b Foremost Drive and South Congress Avenue
- c Foremost Drive and Circle S Road
- d Dittmar Road and Circle S Road
- e South Congress Avenue and Dittmar Road
- f Circle S Road and Corral Lane
- g Corral Lane and IH 35 West Frontage Road
- h Circle S Road and Chaparral Lane
- i Chaparral Lane and IH 35 West Frontage Road
- j South Congress Avenue and William Cannon Drive
- k William Cannon Drive and Circle S Road
- l South Congress Avenue and Circle S Road
- m William Cannon Drive and IH 35

In addition, traffic volumes (24 hours with hourly totals) were recorded at the following locations to serve as the basis for evaluating "cut-through" traffic and potential site traffic distribution

- a Circle S Road north of William Cannon Drive
- b Circle S Road south of William Cannon Drive
- c Circle S Road north of Foremost Drive
- d IH 35 southbound ramp and frontage roads between William Cannon Drive and Slaughter Lane

The results of these traffic counts are summarized on Figure 2

### **Trip Generation**

Total trips per day, as well as the peak hour traffic associated with the proposed P&R facility, were estimated using the microcomputer program "Trip Generation" by Microtrans Corporation, which is based on recommendations and data contained in the Institute of Transportation Engineers report Trip Generation. These rates have been previously confirmed for the Austin area with traffic counts conducted at other Capital Metro P&R facilities. The proposed park and ride facility will generate approximately 1,125 daily trips as shown in Table 1. Many of these trips will consist of vehicular traffic currently using the roadway system in the vicinity of the site.

**Table 1.**  
***Summary of Estimated Daily and Peak Hour Trip Generation***

| Proposed Land Use | Size               | 24 Hour<br>Two Way<br>Volume | AM Peak Hour |      | PM Peak Hour |      |
|-------------------|--------------------|------------------------------|--------------|------|--------------|------|
|                   |                    |                              | Enter        | Exit | Enter        | Exit |
| Park and Ride     | 250 parking spaces | 1,125                        | 150          | 38   | 21           | 72   |

In the area adjacent to Circle S Road between William Cannon Drive and Foremost Drive there are approximately 121 single family homes with access to Circle S Road, Corral Lane and Chaparral Road. These homes generate an estimated 1,158 daily, 91 AM peak hour and 122 PM peak hour trips as summarized in Table 2.

**Table 2.**  
**Summary of Existing Daily and Peak Hour Trip Generation**

| Location   | Number of Homes | 24 Hour<br>Two Way<br>Volume | AM Peak Hour |      | PM Peak Hour |      |
|--|-----------------|------------------------------|--------------|------|--------------|------|
|  |                 |                              | Enter        | Exit | Enter        | Exit |
| Circle S Road between William Cannon Blvd and Chaparral Road | 42              | 402                          | 8            | 24   | 27           | 16   |
| Circle S Road between Chaparral Road and Corral Lane         | 25              | 239                          | 5            | 14   | 16           | 9    |
| Chaparral Road between Circle S Road and IH 35               | 42              | 402                          | 8            | 24   | 27           | 16   |
| Corral Lane between Circle S Road and IH 35                  | 12              | 115                          | 2            | 7    | 8            | 4    |
| Totals   | 121             | 1,158                        | 23           | 68   | 77           | 45   |

Commemorative Brands, 7211 Circle S Road, employs 800 people and has vehicular access to its site from Circle S Road, Corral Lane and the IH 35 southbound frontage road

### Directional Distribution

Based on current traffic patterns and the location of the site south of Foremost Road, most P&R users will come from the south and west. Most bus users will not be likely to travel to the south, particularly if they live north of William Cannon Drive, to utilize the P&R. For this reason, development of the P&R facility is not anticipated to increase traffic on the neighborhood streets. Due to the nature of the potential patrons distribution in the area, many of the existing trips will be eliminated from the adjacent roadway network. The expected ridership is south of the site for riders traveling north. The vehicular trips summarized in Table 2 can be expected to be distributed throughout the area street network.

### Traffic Analysis

Peak hour congestion is evident at the intersections of William Cannon Drive with South Congress Avenue and IH 35. The section of South Congress Avenue immediately north and south of William Cannon Drive is substandard in comparison with sections further to the north and south. The lack of two through lanes northbound and southbound significantly reduces the capacity at this intersection and creates peak period delay for area motorists. This may contribute to some "cut-through" traffic on Circle S Road. It should be noted, as discussed above, some of this traffic consists of residential trips to/from homes in the area as well as the employees of Commemorative Brands.

Review of traffic volumes collected in the area of Circle S Road revealed the following:

- a. Traffic volumes on Chaparral Road are approximately equal to expected trip generation based on existing single family development.
- b. Traffic volumes on Corral Lane are slightly greater than expected trip generation based on existing single family development, however, one of the access points to the Commemorative Brands facility is located on Corral Lane. This company employs 800 people, so it can be expected that a number of its employees use Corral Lane to access parking areas.

Based on turning movement counts at the intersections along Circle S Road, there appear to be motorists utilizing Circle S Road for travel from west of South Congress Avenue and south of Foremost Drive to William Cannon Drive during the morning peak period. Based on turning movement counts in the afternoon peak period, the reverse of the morning pattern occurs, but with significantly smaller volumes. Traffic volumes during the afternoon travel period can be directly attributed to neighborhood residents and employees of Commemorative Brands.

## Recommendations

Based on review of data collected during the study, observations of traffic operations in the area, operational design and access characteristics of the proposed park and ride facility, and feedback received from the Circle S Ridge Neighborhood Association, the following recommendations are submitted

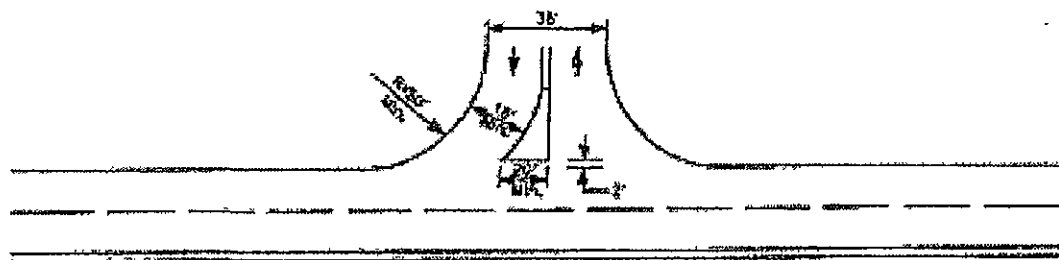
- 1 A copy of this study will be provided to neighborhood representatives and the City of Austin for use by these representatives in response to issues they have raised related to existing conditions
- 2 Continue to emphasize to the City of Austin and TxDOT the urgent need to improve the section of South Congress Avenue immediately north and south of William Cannon Drive
- 3 Request that the City of Austin monitor existing traffic signal timing and phasing for the intersections of William Cannon Drive with South Congress Avenue and Circle S Road to insure optimum operation, particularly after initiation of operations at the proposed P&R facility
- 4 Provide a formal request to the City of Austin for the Circle S Ridge Neighborhood Association to be considered for a neighborhood plan. The City has a significant backlog of such requests, including specific requests for installation of speed humps. Many of these requests are from large neighborhoods with many residential streets, modifications of which could lead to impacts on other streets. For this reason, such requests may require significant and expensive studies to determine appropriate traffic mitigation measures. Because the Circle S Ridge neighborhood is located in a relatively isolated area from the standpoint of boundaries and no parallel adjacent residential streets which could be impacted by traffic dispersed from the neighborhood, the City may be more willing to undertake a neighborhood study
- 5 Excessive speeding on residential streets was noted by area residents. This should continue to be addressed by contact with the Austin Police Department noting specific times, locations, etc. when such speeding is occurring. As noted by residents, some of these speeding vehicles appear to be employees of Commemorative Brands. Contact with the company's management is encouraged to assist in minimizing speeding through residential neighborhoods
- 6 As noted previously, there is a documented pattern of motorists utilizing Circle S Road for travel to and from the north via South Congress Avenue and Foremost Drive. Due to the very short spacing between the intersections of South Congress Avenue and Circle S Road on Foremost Drive, it is recommended that the City consider prohibition of eastbound and southbound left turn maneuvers at the intersection of Circle S Road and Foremost Drive. Regulatory signing for these restrictions should be supplemented with channelization such as that shown in Figure 3



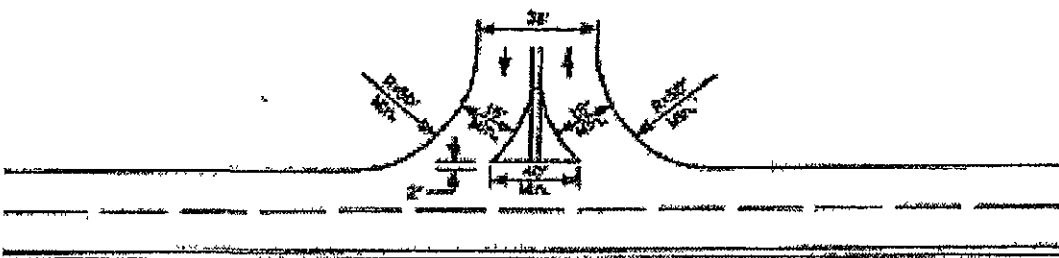
473-2205  
 473-2206  
 473-2207  
 473-2208  
 473-2209  
 473-2210  
 473-2211  
 473-2212  
 473-2213  
 473-2214  
 473-2215  
 473-2216  
 473-2217  
 473-2218  
 473-2219  
 473-2220  
 473-2221  
 473-2222  
 473-2223  
 473-2224  
 473-2225  
 473-2226  
 473-2227  
 473-2228  
 473-2229  
 473-2230  
 473-2231  
 473-2232  
 473-2233  
 473-2234  
 473-2235  
 473-2236  
 473-2237  
 473-2238  
 473-2239  
 473-2240  
 473-2241  
 473-2242  
 473-2243  
 473-2244  
 473-2245  
 473-2246  
 473-2247  
 473-2248  
 473-2249  
 473-2250  
 473-2251  
 473-2252  
 473-2253  
 473-2254  
 473-2255  
 473-2256  
 473-2257  
 473-2258  
 473-2259  
 473-2260  
 473-2261  
 473-2262  
 473-2263  
 473-2264  
 473-2265  
 473-2266  
 473-2267  
 473-2268  
 473-2269  
 473-2270  
 473-2271  
 473-2272  
 473-2273  
 473-2274  
 473-2275  
 473-2276  
 473-2277  
 473-2278  
 473-2279  
 473-2280  
 473-2281  
 473-2282  
 473-2283  
 473-2284  
 473-2285  
 473-2286  
 473-2287  
 473-2288  
 473-2289  
 473-2290  
 473-2291  
 473-2292  
 473-2293  
 473-2294  
 473-2295  
 473-2296  
 473-2297  
 473-2298  
 473-2299  
 473-2300  
 473-2301  
 473-2302  
 473-2303  
 473-2304  
 473-2305  
 473-2306  
 473-2307  
 473-2308  
 473-2309  
 473-2310  
 473-2311  
 473-2312  
 473-2313  
 473-2314  
 473-2315  
 473-2316  
 473-2317  
 473-2318  
 473-2319  
 473-2320  
 473-2321  
 473-2322  
 473-2323  
 473-2324  
 473-2325  
 473-2326  
 473-2327  
 473-2328  
 473-2329  
 473-2330  
 473-2331  
 473-2332  
 473-2333  
 473-2334  
 473-2335  
 473-2336  
 473-2337  
 473-2338  
 473-2339  
 473-2340  
 473-2341  
 473-2342  
 473-2343  
 473-2344  
 473-2345  
 473-2346  
 473-2347  
 473-2348  
 473-2349  
 473-2350  
 473-2351  
 473-2352  
 473-2353  
 473-2354  
 473-2355  
 473-2356  
 473-2357  
 473-2358  
 473-2359  
 473-2360  
 473-2361  
 473-2362  
 473-2363  
 473-2364  
 473-2365  
 473-2366  
 473-2367  
 473-2368  
 473-2369  
 473-2370  
 473-2371  
 473-2372  
 473-2373  
 473-2374  
 473-2375  
 473-2376  
 473-2377  
 473-2378  
 473-2379  
 473-2380  
 473-2381  
 473-2382  
 473-2383  
 473-2384  
 473-2385  
 473-2386  
 473-2387  
 473-2388  
 473-2389  
 473-2390  
 473-2391  
 473-2392  
 473-2393  
 473-2394  
 473-2395  
 473-2396  
 473-2397  
 473-2398  
 473-2399  
 473-2400  
 473-2401  
 473-2402  
 473-2403  
 473-2404  
 473-2405  
 473-2406  
 473-2407  
 473-2408  
 473-2409  
 473-2410  
 473-2411  
 473-2412  
 473-2413  
 473-2414  
 473-2415  
 473-2416  
 473-2417  
 473-2418  
 473-2419  
 473-2420  
 473-2421  
 473-2422  
 473-2423  
 473-2424  
 473-2425  
 473-2426  
 473-2427  
 473-2428  
 473-2429  
 473-2430  
 473-2431  
 473-2432  
 473-2433  
 473-2434  
 473-2435  
 473-2436  
 473-2437  
 473-2438  
 473-2439  
 473-2440  
 473-2441  
 473-2442  
 473-2443  
 473-2444  
 473-2445  
 473-2446  
 473-2447  
 473-2448  
 473-2449  
 473-2450  
 473-2451  
 473-2452  
 473-2453  
 473-2454  
 473-2455  
 473-2456  
 473-2457  
 473-2458  
 473-2459  
 473-2460  
 473-2461  
 473-2462  
 473-2463  
 473-2464  
 473-2465  
 473-2466  
 473-2467  
 473-2468  
 473-2469  
 473-2470  
 473-2471  
 473-2472  
 473-2473  
 473-2474  
 473-2475  
 473-2476  
 473-2477  
 473-2478  
 473-2479  
 473-2480  
 473-2481  
 473-2482  
 473-2483  
 473-2484  
 473-2485  
 473-2486  
 473-2487  
 473-2488  
 473-2489  
 473-2490  
 473-2491  
 473-2492  
 473-2493  
 473-2494  
 473-2495  
 473-2496  
 473-2497  
 473-2498  
 473-2499  
 473-2500  
 473-2501  
 473-2502  
 473-2503  
 473-2504  
 473-2505  
 473-2506  
 473-2507  
 473-2508  
 473-2509  
 473-2510  
 473-2511  
 473-2512  
 473-2513  
 473-2514  
 473-2515  
 473-2516  
 473-2517  
 473-2518  
 473-2519



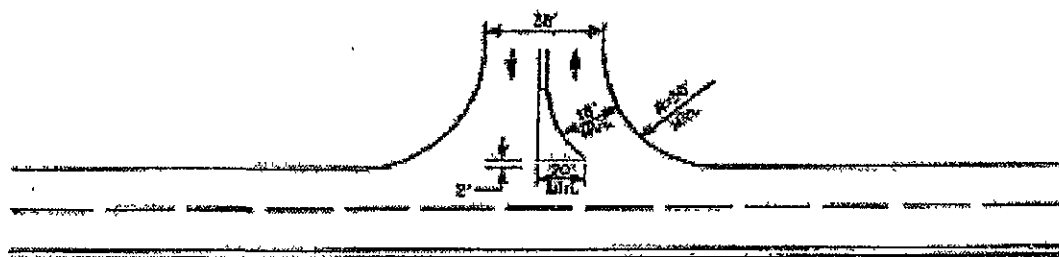




RIGHT IN, RIGHT OUT, LEFT IN

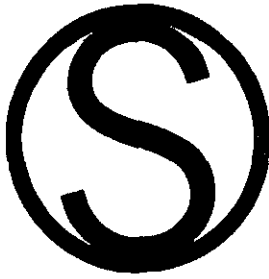


RIGHT IN, RIGHT OUT



RIGHT IN, RIGHT OUT, LEFT OUT

Source: Adapted from City of Lakewood Transportation  
Engineering Design Standards, 1985



# **CIRCLE S RIDGE**

NEIGHBORHOOD ASSOCIATION #646

## **STATEMENT FROM THE CIRCLE S RIDGE NEIGHBORHOOD ASSC.**

DATE 11/1/06

CASE: C14-06-0078 – SOUTH IH-35 TRANSIT FACILITY

TO: WENDY WALSH/ ZONING & PLANNING COMMISSION

The Neighborhood and the representatives from Capitol Metro recently had a meeting on 10/30/06 to discuss our concerns principally regarding issues of cut through traffic as a result of the development of a park and ride facility. We were pleased to have a very informative presentation of a traffic study made of our neighborhood. We are very grateful to have received this study and their efforts to put it together in a very short period of time. We would like to thank all those involved on a job well done and their special attention to our concerns.

As a result, the study found that the park and ride facility will have a minimal impact on cut through traffic in the neighborhood, however the location of S. Congress, Foremost dr and Circle S rd is a safety issue that Capitol Metro needs to address as per the recommendation provided in the traffic study (Item 6)

The neighborhood has decided to agree with the rezoning and the transit oriented development of this area. We believe this kind of city planning in our area will benefit the neighborhood and help bring attention to the broader concerns of this area of South Congress. As the study explains, the main problem that causes cut through traffic in the neighborhood is largely the condition of S. Congress between Foremost dr. on the south end and Circle S rd on the North end. This section of the Congress Ave. is reduced to two lanes where as the other sections are four lanes with a turning lane. The result is a "bottle necking" at the corner of Wm Cannon and S. Congress, which creates unusually long lines of traffic at this intersection. Drivers are inclined to seek other alternatives around this intersection and hence some of our problems with cut through traffic.

Through the information we have received from this case, it's our intention to have these recommendations presented to Public Works and TXDOT. We hope the uniqueness of our neighborhood's situation will bring more studies and improve city planning for our area.

Sincerely, Will Larson

Will Larson, President  
Circle S Ridge Neighborhood Assc  
402 Chaparral Rd  
Austin TX. 78745  
512 444 7409

**Walsh, Wendy**

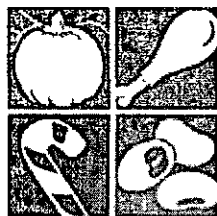
---

**From:** Michael Guerra [michaelguerra@austinfoodbank.org]  
**Sent:** Tuesday, November 07, 2006 2:34 PM  
**To:** Walsh, Wendy  
**Cc:** 'Carol Stewart'  
**Subject:** Food Bank support for Cap Metro development at Foremost and S. Congress Ave

Wendy,

The Capital Area Food Bank of Texas is in support of the planned South Austin Park and Ride at Foremost and S. Congress Ave. We see no issues with the planned development, and in fact see it as a boon to the area. We are grateful and appreciative that Cap Metro has been considerate and respectful of the neighbors during the early stages of development. We look forward to continued collaboration on this project.

Sincerely,

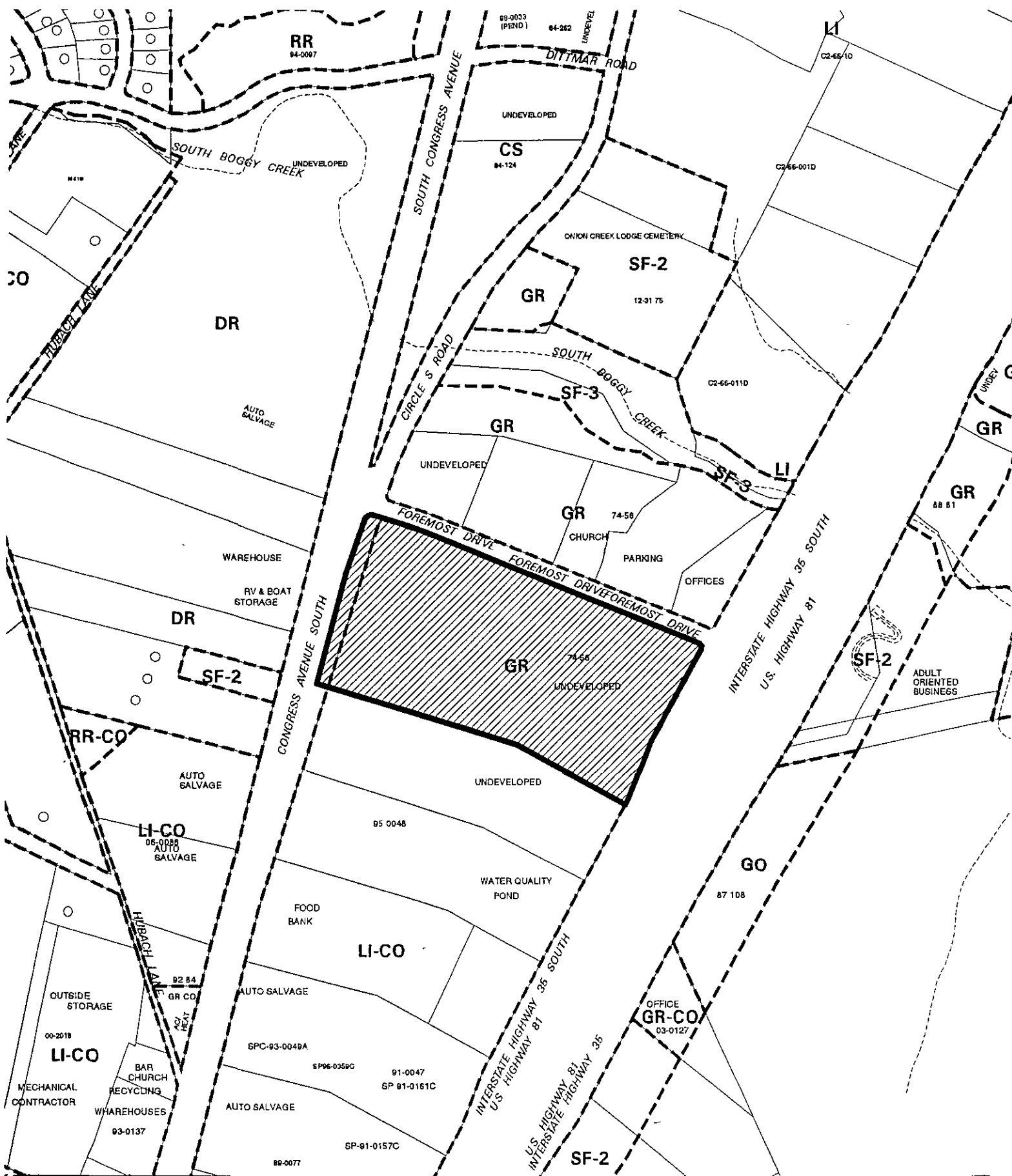





Turn Hungry Holidays  
into Happy Holidays.

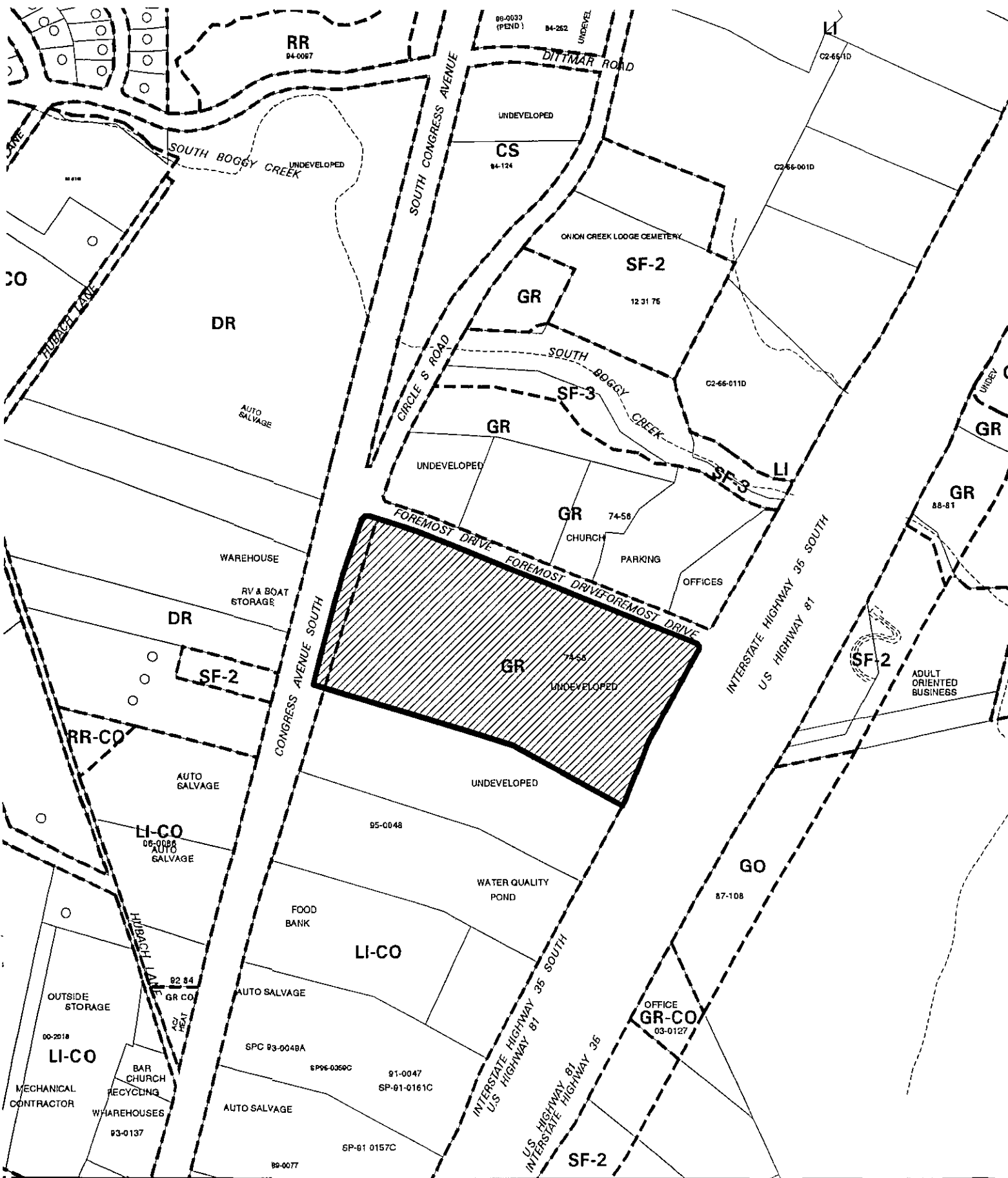
donate online at [austinfoodbank.org](http://austinfoodbank.org)

**Michael G. Guerra**  
Chief Operating Officer  
Capital Area Food Bank of Texas  
512-684-2106 (wk)  
512-627-9381 (cell)  
[www.austinfoodbank.org](http://www.austinfoodbank.org)

11/7/2006



|  |   |   |   |
|--|---|---|---|
|  | <p>SUBJECT TRACT </p> <p>PENDING CASE </p> <p>ZONING BOUNDARY </p> <p>CASE MGR W WALSH</p> | <p><b>ZONING</b></p> <p>CASE #: C14-06-0078</p> <p>ADDRESS 7902-7926 S IH 35 SB</p> <p>SUBJECT AREA (acres) 14.604</p> <p>DATE 06-09</p> <p>INTLS: SM</p> | <p><b>CITY GRID REFERENCE NUMBER</b></p> <p>G14</p> |
|--|---|---|---|



|               |                     |  |                             |  |
|---------------|---------------------|--|-----------------------------|--|
| <br>1" = 400' | SUBJECT TRACT<br>   | <b>ZONING</b><br><br><b>CASE #: C14-06-0078</b><br>ADDRESS: 7902-7926 S IH 35 SB<br>SUBJECT AREA (acres): 14.604 | DATE 06-09<br><br>INTLS: SM | <b>CITY GRID REFERENCE NUMBER</b><br><br>G14 |
|               | PENDING CASE<br>    |  |                             |  |
|               | ZONING BOUNDARY<br> |  |                             |  |
|               | CASE MGR. W WALSH   |  |                             |  |

