

## **ZONING CHANGE REVIEW SHEET**

**CASE:** C14-2016-0039 – Thornton II

**P.C. DATE:** June 14, 2016  
June 28, 2016

**ADDRESS:** 2413 Thornton Road

**DISTRICT AREA:** 5

**OWNER/APPLICANT:** John & Susan Hoberman

**AGENT:** South Llano Strategies/Glen Coleman

**ZONING FROM:** Commercial services (CS)

**TO:** Multifamily residence moderate-high density - conditional overlay (MF-4-CO). The proposed conditional overlay will limit the site to 70 units and 2000 vehicle trips.

**AREA:** 1.73 acres (75,359 sqft)

### **SUMMARY STAFF RECOMMENDATION:**

Staff recommends multifamily residence low density (MF-2) district zoning.

**Should the Planning Commission recommend the applicant's request of MF-4-CO, staff recommends including the following as a conditional overlay for traffic mitigation per the Neighborhood Traffic Analysis:**

- Widening of Thornton Road within 200 ft of West Oltorf Street to allow one inbound lane from West Oltorf and two outbound lanes from Thornton Road.
- Pedestrian Hybrid Beacon on West Oltorf for north/south pedestrian access.
- Sidewalk on the west side of Thornton Road from subject property equivalent to West Oltorf Street.

### **PLANNING COMMISSION RECOMMENDATION**

*JUNE 14, 2016: POSTPONED TO JUNE 28, 2016 AT THE REQUEST OF THE SOUTH LAMAR NEIGHBORHOOD ASSOCIATION.*

*JUNE 28, 2016: APPROVED MF-4-CO. VOTE: 10-1(A. PINERYOS DEHOYOS 1<sup>ST</sup>, P. SEEGER 2<sup>ND</sup>, T. NUCKOLS – NO, F. KAZI OFF THE DAIS, J. THOMPSON ABSENT) WITH THE FOLLOWING CONDITIONS:*

- Site limited to 70 multifamily residential units.*
- Traffic mitigation will include the widening of Thornton Road within 200 ft of West Oltorf Street to allow one inbound lane from West Oltorf and two outbound lanes from Thornton Road.*
- Pedestrian Hybrid Beacon on West Oltorf for north/south pedestrian access.*
- Sidewalk on the west side of Thornton Road from subject property equivalent to West Oltorf Street.*
- Recognize the applicant's commit to, and strongly encourage their participation in the*

*SMART Housing program at 10% of units available to residents at 60% median family income (MFI) for 40 years.*

**DEPARTMENT COMMENTS:**

The subject property is a 1.73 acre tract and used as a restaurant supply business located within the South Lamar Neighborhood Planning Area (SLNPA) on Thornton Road south of the intersection with West Oltorf Street. It is part of the Fredericksburg Road Acres Subdivision. The tract was zoned commercial in nineteen hundred sixty seven (1967). The SLNPA does not have an adopted plan at this time so a plan amendment is not required.

Surrounding properties include: business park (CS) and telecommunications (MF-2) to the north, mobile home park (CS) across the railroad tracks to the east, multifamily residences (MF-2) to the south and single and multi-family (SF-3 & MF-2) to the west.

Staff is recommending MF-2 district zoning. This is consistent with the surrounding multifamily densities as well as the Land Development Code's description of MF-2:

*"An MF-2 district designation may be applied to a use in a multifamily residential area located near single family neighborhoods or in an area for which low density multifamily use is desired."*

Staff also supports a lower intensity because of the vehicle capacity of Thornton Road. Recently, Staff supported a change to CS-MU (C14-2015-0047) for the property at 2309 Thornton Road which would have allowed MF-4 density. However, that recommendation was conditioned by significant road improvements to Thornton Road and at the intersection with W. Oltorf Street. This application does not include those improvements to increase vehicle capacity of Thornton Road. The applicant is currently finishing a "Smart Housing" multifamily development on the adjacent property to the south and proposes to combine these two properties and projects.

A Neighborhood Traffic Analysis (NTA) has been performed. The NTA (attached) identified the Thornton Road/W. Oltorf Street intersection as a limiting factor for traffic capacity. The NTA considered the requested change to 70 units and recommends the following improvements: widening of Thornton Road within 200 feet of West Oltorf Street to allow two outbound east and west turn lanes to West Oltorf Street and one in bound lane to Thornton Road and restricting parking along the widened portion of Thornton Road and construct a sidewalk on the west side of Thornton. These improvements will improve the safety and mobility for all users. They are included above as an alternative to the staff recommendation should the Planning Commission recommend MF-4-CO to the City Council.

An Educational Impact Statement by Austin Independent School District was not required.

**ISSUES:** The South Lamar Neighborhood Association has expressed concerns about the higher density that MF-4 allows and the resulting vehicle traffic. They support the staff

position of MF-2 which is consistent with other multifamily zoning in the immediate area (See attached documents).

**EXISTING ZONING AND LAND USES:**

	<b>ZONING</b>	<b>LAND USES</b>
<i>Site</i>	CS	Restaurant Supply
<i>North</i>	MF2 & CS	Telecommunications & Personal Improvement (Fitness)
<i>South</i>	MF-2	Multifamily
<i>East</i>	CS	Mobile Home Park
<i>West</i>	SF3	Single family

**NEIGHBORHOOD PLANNING AREA:**

South Lamar NPA

**TIA or NTA:** NTA (see attached)

**WATERSHED:** West Bouldin Creek

**DESIRED DEVELOPMENT ZONE:** Yes

**CAPITOL VIEW CORRIDOR:** No

**HILL COUNTRY ROADWAY:** No

**NEIGHBORHOOD ORGANIZATIONS:**

Austin Heritage Tree Foundation  
 Austin Independent School District  
 Austin Neighborhoods Council  
 Bike Austin  
 Friends of Austin Neighborhoods  
 Friends of Emma Barrientos MACC  
 Perry Grid 614  
 Preservation Austin  
 SEL Texas  
 Sierra Club, Austin Regional Group  
 South Central Coalition  
 South Lamar Neighborhood  
 Association  
 The Real Estate Council of Austin, Inc.

**SCHOOLS:** Zilker Elementary School, O'Henry Middle School, Austin High School

**CASE HISTORIES:**

<b>NUMBER</b>	<b>REQUEST</b>	<b>PLANNING COMMISSION</b>	<b>CITY COUNCIL</b>
C14-67-41 2401-2411 Thornton Rd	A to BB & A to C	BB & C	Approved BB & C 7/27/67





NPZ Comprehensive Planning Review - Kathleen Fox 512-974-7877
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#### CS to MF-4-CO

This zoning case is located on the east side Thorton Road on a 1.73 acre property that contains a fenced in junk yard, and is not located within the boundaries of an **adopted** neighborhood planning area. Surrounding land uses includes a boxing and fitness center to the north, vacant land (which is being developed) to the south, single family housing to the west, and a railroad track to the east. The proposed use is a 70 unit apartment building.

**Connectivity and Mobility:** There is a public sidewalk located along the east side of Thorton Road. A Cap Metro transit stop is also located a third of a mile walking distance on W. Oltorf Street. This site is also located less than a half a mile from a variety shops, and restaurants, and parks.

#### Imagine Austin

Based on the comparative scale of this site relative to other residential uses in this area, as well as the site not being located along an Activity Corridor or within an Activity Center, this case falls below the scope of Imagine Austin, which is broad in scope, and consequently Imagine Austin is neutral on this proposed residential rezoning.

NPZ Environmental Review - Mike McDougal 512-974-6380
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1. The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the West Bouldin Creek Watershed of the Colorado River Basin, which is classified as an Urban Watershed by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.
2. Zoning district impervious cover limits apply in the Urban Watershed classification.
3. According to floodplain maps there is a floodplain adjacent to the project location. Based upon the location of the floodplain, offsite drainage should be calculated to determine whether a Critical Water Quality Zone exists within the project location.
4. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.
5. Trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at

974-1876. At this time, site specific information is unavailable regarding other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

6. This site is required to provide on-site water quality controls (or payment in lieu of) for all development and/or redevelopment when 8,000 s.f. cumulative is exceeded, and on site control for the two-year storm.
7. At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

DSD Transportation Review - Ivan Naranjo - 512-974-7649

TR1. If the requested zoning is recommended for this site, 30 feet of right-of-way should be dedicated from the centerline of Thornton Road in accordance with the Transportation Criteria Manual. LDC, 25-6-55; TCM, Tables 1-7, 1-12.

TR2. 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]

TR3. A Neighborhood Traffic Analysis (NTA) is required and will be performed for this project by the Transportation Review staff. The applicant must provide recent traffic counts taken by a qualified transportation consultant for Thornton Road. Based on the NTA, additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended. LDC, Sec. 25-6-114. Results of the NTA will be provided in a separate memo.

TR4. Thornton Road is not classified in the Austin Bicycle Plan.

TR5. Capital Metro bus service is not available along Thornton Road. However, Capital Metro Service is available within 1/3 mile of this site on Oltorf and S. Lamar.

TR6. There are existing sidewalks along various sections of Thornton Road.

TR7. Existing Street Characteristics:

NAME	ROW	PAVEMENT	CLASSIFICATION	BICYCLE PLAN	CAPITAL METRO	ADT
Thornton Road	Varies	30'	Collector	No	No	1,809

AWU-Utility Development Service Review - Neil Kepple - 512-972-0077
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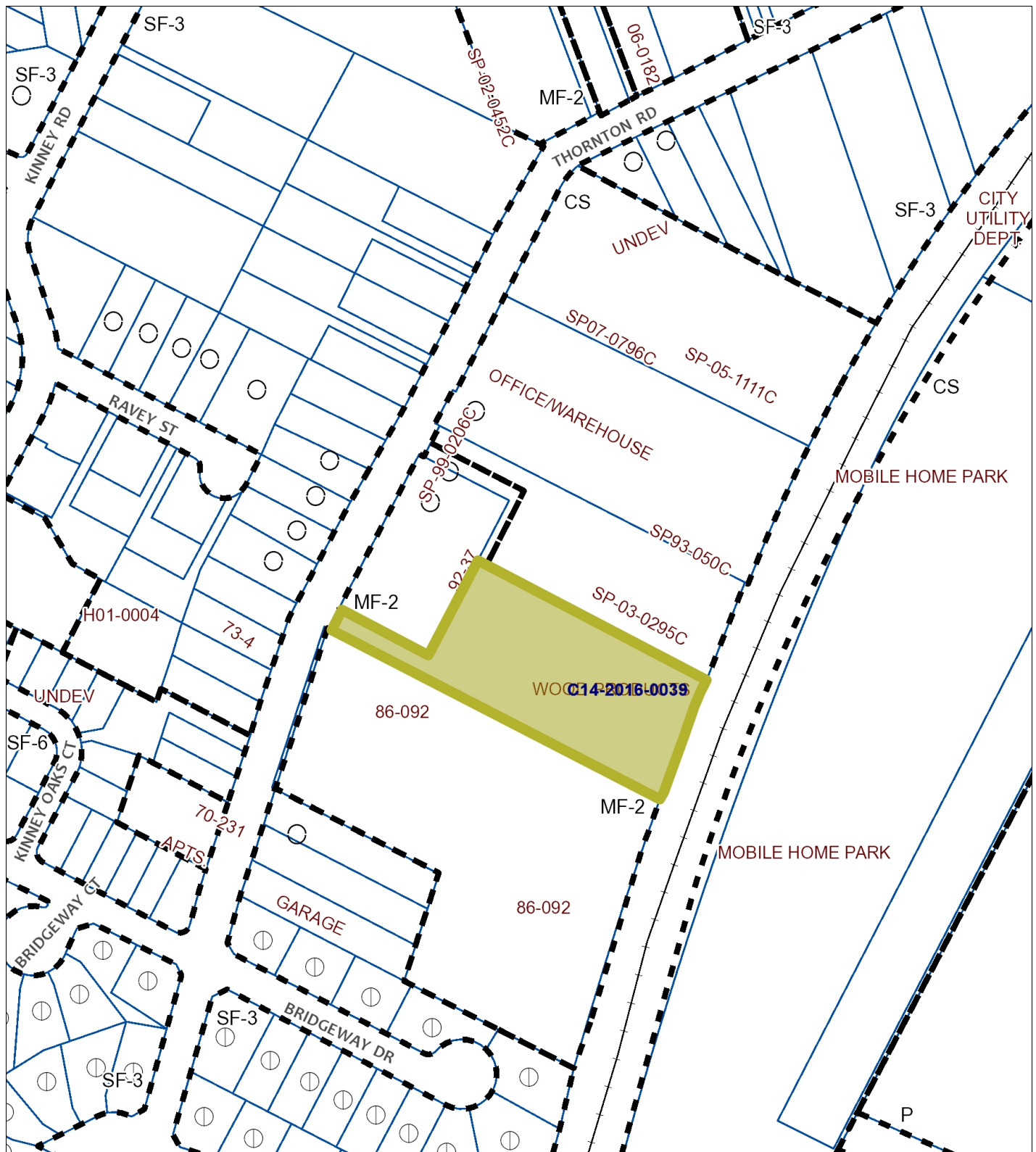
FYI: The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, water or wastewater easements, utility relocations and or abandonments required by the proposed land use. Depending on the development plans submitted, water and or wastewater service extension requests may be required. Water and wastewater utility plans must be reviewed and approved by the Austin Water Utility for compliance with City criteria and suitability for operation and maintenance. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

***Storm Water Detention***

Under current watershed regulations, development or redevelopment requires water quality control with increased capture volume and control of the 2 year storm on site. Runoff from the site is required to comply with pollutant load restrictions as specified in Land Development Code.

NPZ Site Plan Review – Nikki Hoelter - 512-974-2863
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1. SP1. If rezoning to MF -3, only portions of Subchapter E will be applicable, only those portions which state “applies to ALL ZONING DISTRICTS” .Additional comments will be made when the site plan is submitted.
2. SP 2.For multifamily developments with 10 or more units, 5% of the gross site area will need to be dedicated to private common open space, per Section 2.7
3. SP 3. The site is subject to compatibility standards. Along the west property line, the following standards apply:
  4. No structure may be built within 25 feet of the property line.
  5. No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
  6. No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
  7. No parking or driveways are allowed within 25 feet of the property line.
  8. 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.
9. Additional design regulations will be enforced at the time a site plan is submitted



- Subject Tract
- Pending Case
- Zoning Boundary
- Railroads

100 200  
Feet

1" = 200'

## ZONING

### ZONING CASE#: C14-2016-0039



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.





### ZONING & VICINITY

ZONING CASE#: C14-2016-0039  
 LOCATION: 2413 THORNTON ROAD  
 SUBJECT AREA: 1.73 ACRES  
 MANAGER: ANDREW MOORE



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SUBJECT TRACT



PENDING CASE



ZONING BOUNDARY

1" = 400'

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





## MEMORANDUM

**TO:** Andrew Moore, Zoning Case Manager  
Planning and Zoning Department

**CC:** Anna Martin, PE, Area Engineer  
Austin Transportation Department

**FROM:** Ivan J. Naranjo, Senior Transportation Planner, DSD  
Scott A. James, PE, DSD

**DATE:** June 22, 2016

**SUBJECT:** Neighborhood Traffic Analysis for Thornton Road  
Zoning Case C14-2016-0039 (2413 Thornton Road)

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The Transportation Section has performed a neighborhood traffic impact analysis (NTA) for the above referenced case and offers the following comments:

The subject 1.725-acre tract is proposed as a residential multifamily development to consist of 70 residential units. The site is located in south Austin along the east side of Thornton Road at approximately 1,550 feet from the intersection with West Oltorf Street. The site is currently zoned CS and the requested change is to MF-4 zoning. The project site is a flag lot developed with land uses that includes scrap and salvage services. The properties surrounding this development include CS, MF-2, MF-3, and SF-3 zoning along with existing land uses that include industrial, general office /warehouse, commercial/retail, multi-family, mobile home park, and single-family residences. Thornton Road borders the west side of this site and the Missouri Pacific railroad creates the eastern border. The proposed development will have vehicular access to Thornton Road.

### Roadways

Thornton Road is classified as a residential collector with varying right-of-way and a 30-ft. pavement section. Thornton Road extends for approximately ½ mile starting at West Oltorf Street on the north and ending at Waterloo Trail on the south. Based on traffic counts collected on 6/2/2015 while AISD was still in session, Thornton Road has a traffic volume of approximately 2,630 vehicles per day.

### Trip Generation and Traffic Analysis

Based on the Institute of Transportation Engineers (ITE) publication Trip Generation Rates, 9<sup>th</sup> Edition, the proposed development is estimated to generate approximately 466 vehicle trips per day (vpd). However, the existing land use (ITE land use code 150) generates an estimated 75 vehicle trips per day and thus the net increase in traffic for the proposed development is estimated at approximately 391 vehicle trips per day. Table 1 below summarizes these calculations.

<b>Table 1 - Estimated Net Trip Generation</b>			
<b>LAND USE</b>	<b>ITE Code</b>	<b>SIZE</b>	<b>VPD</b>
Multi-family Residential	220	70 Units	466
Existing Land Use	150	21,028 SF	75
<b>Net total vpd</b>			<b>391</b>

Based on the proposed 70 units for this development, Table 2 below presents the estimated number of vehicle trips per day that will affect Thornton Road:

<b>Table 2 – Additional daily trips added to Thornton Road</b>			
<b>Street</b>	<b>Existing Traffic (vpd)</b>	<b>Net Site Traffic (vpd)</b>	<b>Total Daily Traffic (vpd)</b>
Thornton Road.	2,630	391	<b>3,021</b>

Section 25-6-116 of the Land Development Code (LDC) specifies the desirable operating levels for streets with various pavement widths. Based on LDC, 25-6-116, a residential collector with a pavement width of 30' should not exceed 1,800 vehicles per day (vpd) to continue to operate at a desirable level. The existing traffic on Thornton Road exceeds the 1,800 vpd identified in the LDC by 830 vpd. The future traffic along Thornton Road is estimated to exceed the existing traffic by 391 vpd (an increase of 14.8%) due to the proposed development.

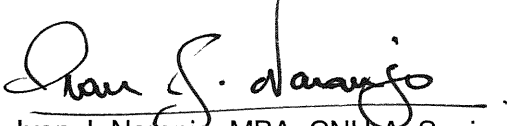
### **Conclusions and Recommendations**

1. The neighborhood traffic analysis (NTA) was prepared by the Development Services staff based on the available information and previous analysis from the Austin Transportation Department.
2. Per LDC, 25-6-141(C), the City Council may approve a zoning application that would otherwise be denied under Subsection (B) of this section if the council determines that: (1) the applicant has satisfactorily mitigated adverse traffic effects; or (2) the projected additional traffic from a project has an insignificant effect on a residential street.
3. Based on the results of the NTA, please find the following recommendations to mitigate the traffic that will be generated by the proposed development:
4. This site should be limited through a conditional overlay to 70 residential units. With this limit, the projected traffic along Thornton Road is expected to increase by less than 15%. All improvements should be completed prior to the issuance of certificates of occupancy.
5. Recommend cost participation for the future widening of Thornton Road within 200' of West Oltorf Street. The recommended cross section for the future widening would allow for one inbound travel lane of fourteen feet in width (14 ft), and two (2) outbound travel lanes, of minimum ten feet in width (10 ft). The recommended road widening would allow for separate right and left turn movements at the intersection of West Oltorf and improve operations. The recommended widening would occur on the west side of Thornton Road and the developer would be responsible for cost participation (subject to "rough proportionality") for the road widening construction costs.
6. Recommend installing sidewalks along the west and east sides of Thornton Road, connecting the proposed development with existing pedestrian and transit facilities along W. Oltorf Street.

7. Recommend to restrict parking along Thornton Road within 200' of the intersection with West Oltorf. Further parking restrictions to one side of Thornton Road may be necessary to allow sufficient width for vehicles to travel in both directions when the parking is occupied. Neighborhood support would be required for these parking modifications.
8. Recommend installation of a pedestrian hybrid beacon on West Oltorf Street, to the west of Thornton Road (exact location to be determined at site plan). This recommended improvement is to facilitate safe pedestrian crossing to access the existing Cap Metro bus stop on West Oltorf Street.

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If you have any questions or require additional information, please contact me at 512.974.7649.

A handwritten signature in black ink, appearing to read "Ivan J. Naranjo". The signature is fluid and cursive, with a horizontal line drawn underneath it.

Ivan J. Naranjo, MBA, CNU-A, Senior Transportation Planner

Development Services Department ~ Land Use Review Division





# South Lamar Neighborhood Association

June 21, 2016

Planning Commission  
c/o Andrew Moore  
City of Austin - Planning & Zoning Department  
505 Barton Springs Road, 5<sup>th</sup> Floor  
Austin, Texas 787014

Re: Case C14-2016-0039 2413 Thornton Road

Dear Commissioners:

South Lamar Neighborhood Association ("SLNA") opposes the applicant request for a zoning change from CS-General Commercial to MF-4-CO in Case C14-2016-0039 for the property located at 2413 Thornton Road. SLNA would support a change consistent with the staff recommendation of a zoning change to MF-2.

South Lamar Neighborhood has worked successfully to implement affordable housing along the Lamar transit corridor including the 107-unit Foundation Communities Bluebonnet Studios project at Lamar and Del Curto. We have similarly worked with the developer on Bannister Road to make a proposed development work in locations, which have reasonable infrastructure.

The history and issues relating to the infrastructure capacity on Thornton Road was brought before the Planning Commission with the recent Case C14-2015-0047 2303-2311 Thornton Road. In this prior case the staff considered a recommendation of MF-4 only in connection with a plan to improve infrastructure and address safety and watershed concerns consistent with the South Lamar Neighborhood Mitigation Plan. This requested change provides no support for infrastructure improvements.

The documentation attached describes the current conditions and zoning history of Thornton Road. Thornton Road has a 55-year history of Planning Commission and City Council voting **against** intensive zoning because:

- **The Neighborhood's character is predominantly SF3 and MF2,**
- **Thornton Road has inadequate width and limited connectivity**
- **Neighborhood is geographically isolated - no access across railroad**
- **Potential flooding hazards from West Bouldin Creek**

Sincerely,



Kim Johnson  
President South Lamar Neighborhood Association

Cc: SLNA Zoning and Thornton Road Working Group

## 2413 Thornton Road Background

### 1. South Lamar Mitigation Plan

As we presented in prior cases, the South Lamar Neighborhood Mitigation Plan<sup>1</sup>, included a requirement to address the effects of infill development on several issues. The October 3 2014 staff memo highlights goals including:

- **“address the challenges created by many years of development on a site-by-site basis, lacking water detention and exacerbated by recent infill developments where inadequate infrastructure exists”**
- **“anticipate the cumulative effects of increasing density on a neighborhood’s natural and manmade infrastructure”**
- **“incorporate methods to define and protect a neighborhood’s character, infrastructure and safety and provide commensurate mitigation requirements to better manage density and its associated costs.**

While the South Lamar Mitigation Plan has provided additional measures such as the additional water retention requirements and initial tools to anticipate the cumulative effects of density, the actual watershed and transportation infrastructure of the neighborhood and Thornton Road has not changed despite a 43% increase in dwelling units from 2004 to 2015 and another 80% jump in 2016. Recommended improvements in area drainage are not funded, the goals have not been met.

Using the initial analysis tools, the Transportation Department analysis suggested infrastructure improvements in the prior case C14-2015-0047 2303-2311 Thornton Road to partially address the inadequacy of the existing infrastructure. The staff efforts in this case demonstrated the extreme challenge of improving capacity and safety on Thornton Road. The existing overcapacity shown in the traffic analysis plus volume from Thornton Road developments and other area projects such as the “Enchanted Forest” case C14-2015-0146 on Oltorf and the parking overflow from existing Oltorf businesses require significant investment to provide even minimal relief. None of the past analysis adequately analyzes the potential safety impacts from increased density and traffic on the alternate exits (Cinnamon Path etc.) for Thornton Road traffic.

This project proposal requests the same density as C14-2015-0047 with no contribution to or recommendation for traffic improvements or affordability components.

Figures 1, 2 and Table 1 provide an overview of Thornton Road area. Thornton Road has a total overall length of 2700’ or .51 miles. The road dead ends at Oltorf on the north and provides limited access to other Local Roads via Bridgeway and Waterloo Trail on the south. 2413 Thornton is 0.4 miles from the intersection of Oltorf and Thornton according to Google Maps. The property is 0.32 miles from the nearest bus stop for the 338 bus route, and 0.52 miles to the 3/803, which connects to downtown and 0.7 miles to the 5 bus stops<sup>2</sup>.

Thornton Road is a local street acting as a collector. Despite numerous recommendations since 1961 that Thornton Road be widened, Thornton Road is 30’ with a 50’ ROW. In addition to access via Oltorf, Thornton Road crosses 3 streets<sup>3</sup>, none of which provides direct connectivity to an exit point. Bridgeway Drive extends 735’ between Kinney Court Circle and the RR tracks; Summer Creek is 534’ ending at a cul-de-sac to the west and the RR tracks to the east; Waterloo Trail extends 1350’ ending at a cul-de-sac to the west, the RR tracks to the east and crossing Cinnamon Path, which connects, to Del Curto.

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<sup>1</sup> Memorandum to Mayor and Council From Gregory I Guernsey October 3, 2014

<sup>2</sup> All distances calculated from CapMetro Trip Planner June 5, 2016

<sup>3</sup> See also Figure 18



Figure 1 Thornton Road Dimensions

Thornton Road is currently home to 136 residences located in 79 properties with a predominant zoning of SF-3. The estimated size of the properties bordering Thornton Road is 29.8 acres. Current projects under construction will add 104 units increasing the residential units by 76%. The following Table 1 shows the present characteristics.

Zoning	Properties	Acreage
SF3	63	13.54
SF-4B-CO	2	1.490
SF-6	3	0.326
MF-2	3	6.280
MF-3	1	0.330
CS	6	7.870

Table 1

The characteristics above are graphically presented in Figure 2 The current 6 CS properties are located 1000 feet into the core of the neighborhood and surrounded by residential properties. Historically these properties were listed as Residential A per Austin City Code or the equivalent of SF-3. Section 2 provides a brief history of Thornton Road zoning cases.

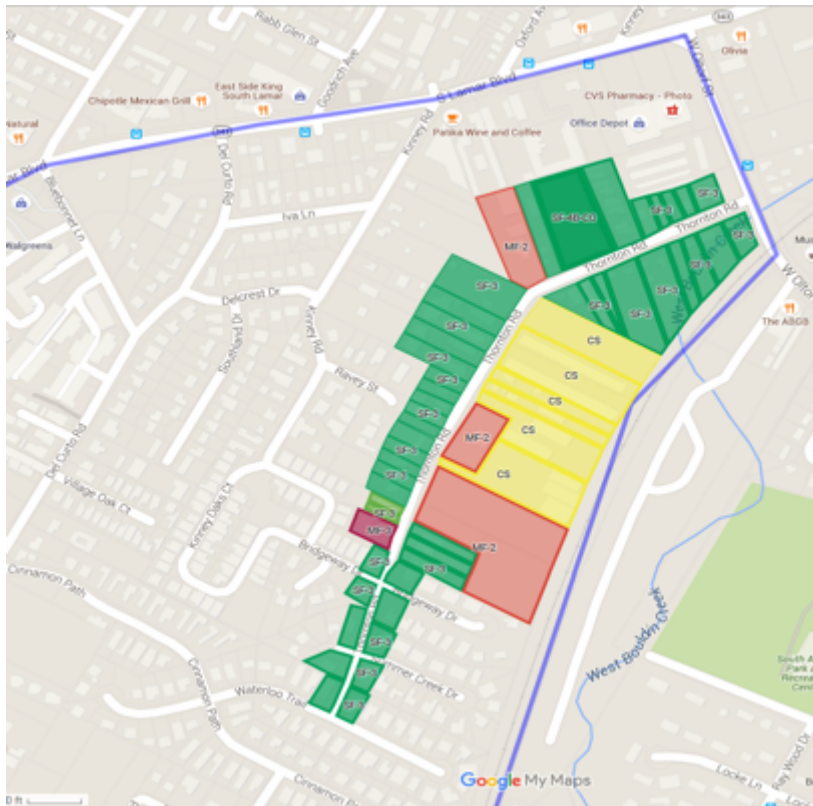


Figure 2 – Thornton Road parcel map

## 2 Thornton Road History

Thornton Road has a 55-year history of Planning Commission and City Council voting **against** intensive zoning because:

- **Neighborhood is residential in character**
- **Thornton Road has inadequate width and limited connectivity**
- **Subject tracts are long distance from the thoroughfare (Oltorf)**
- **Neighborhood is geographically isolated - no access across railroad**
- **Potential flooding hazards from West Bouldin Creek**

*"I cannot figure any street system which would not work severe hardship on any of the residences in the area."* - **Planning Commission Minutes Feb 14, 1961**

This history was recently updated to show the City Council rejection of a proposed project with similar density at 2303-11 Thornton by a vote of 10-1. The case history is summarized graphically below and in narrative form in Appendix A.

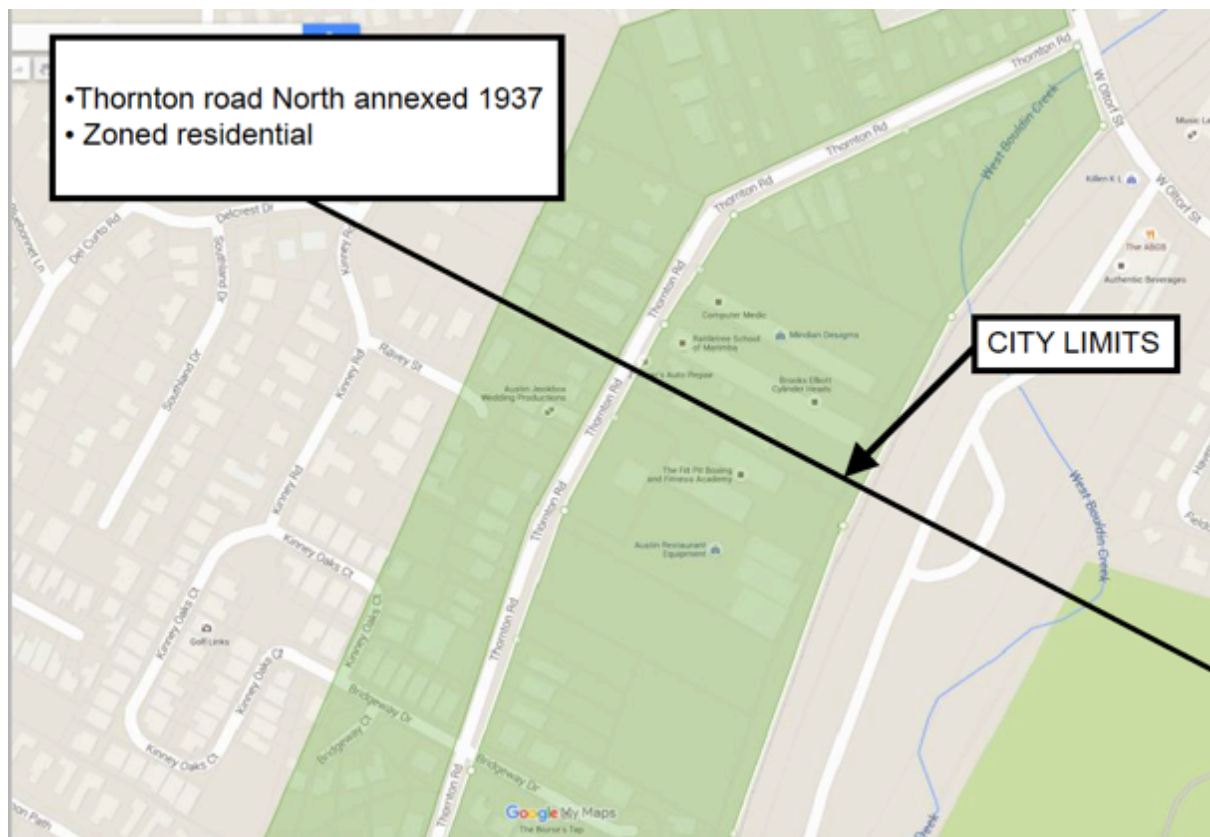


Figure 3 Thornton Road 1937

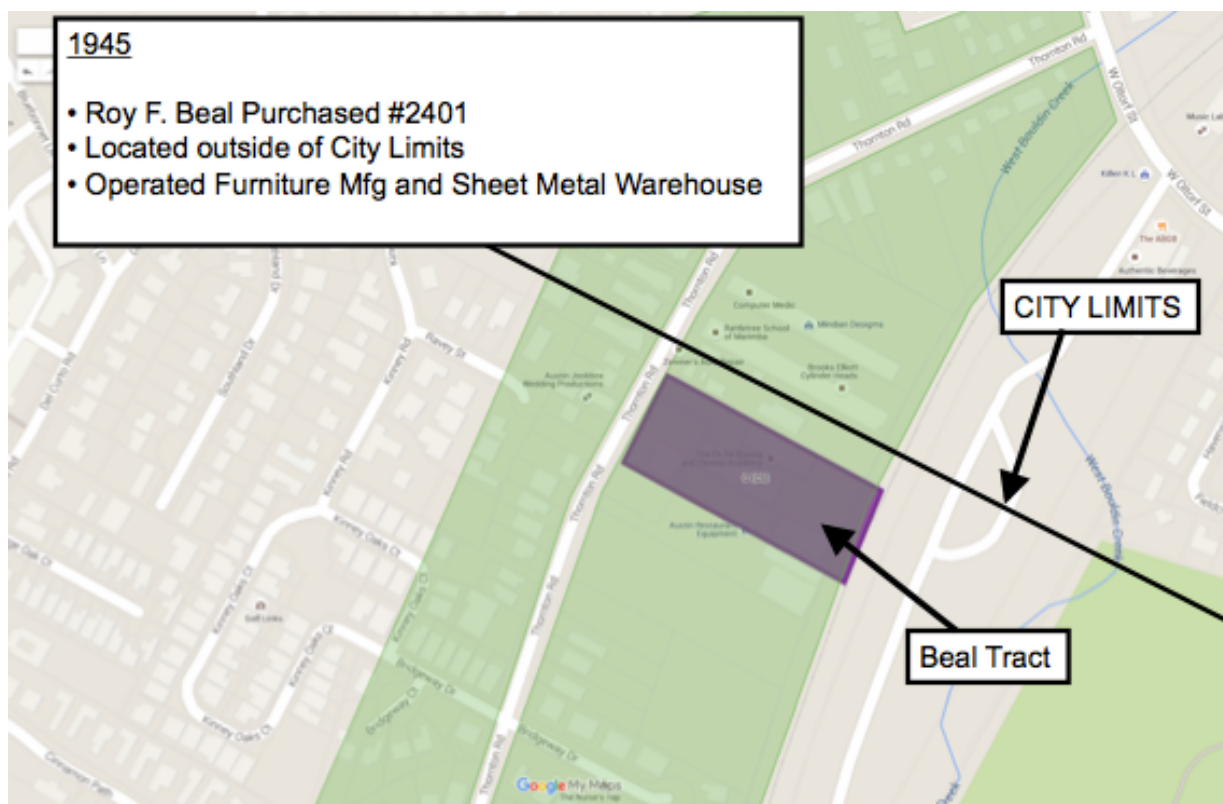


Figure 4 Thornton Road 1945



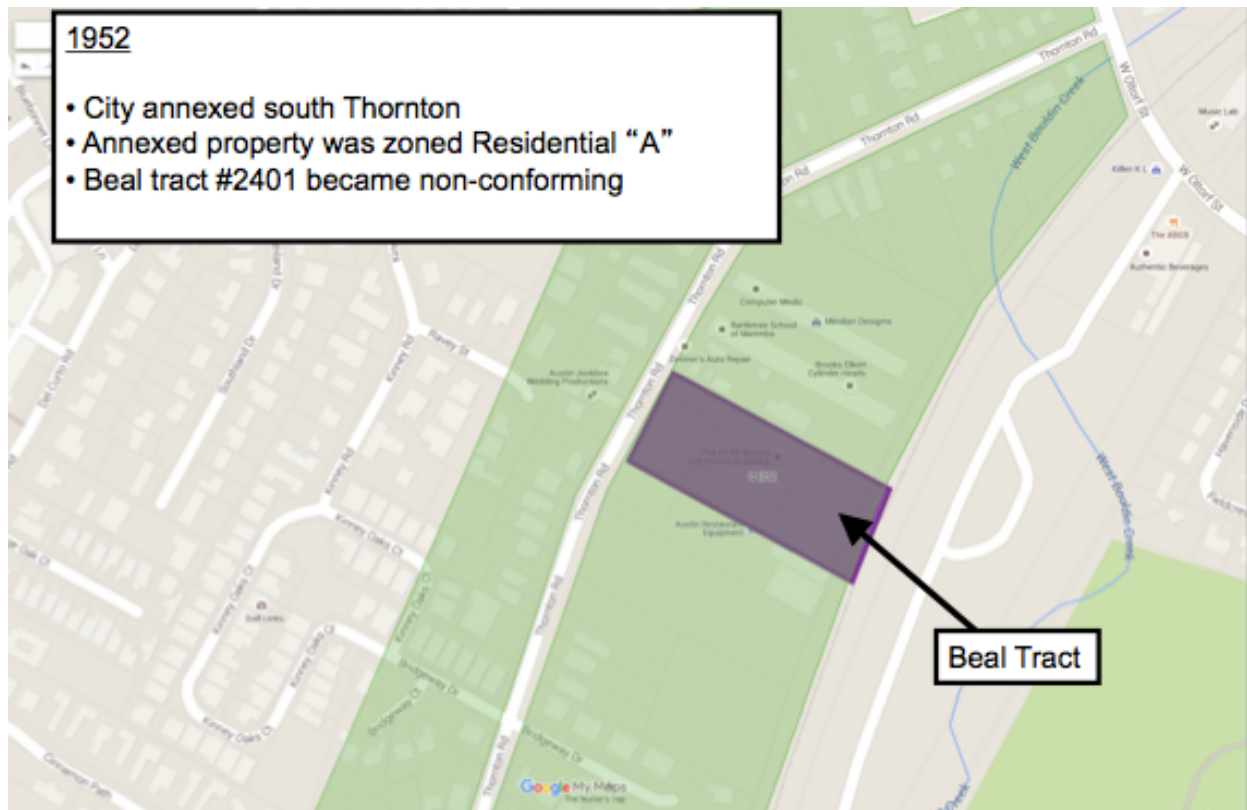


Figure 5 Thornton Road 1952

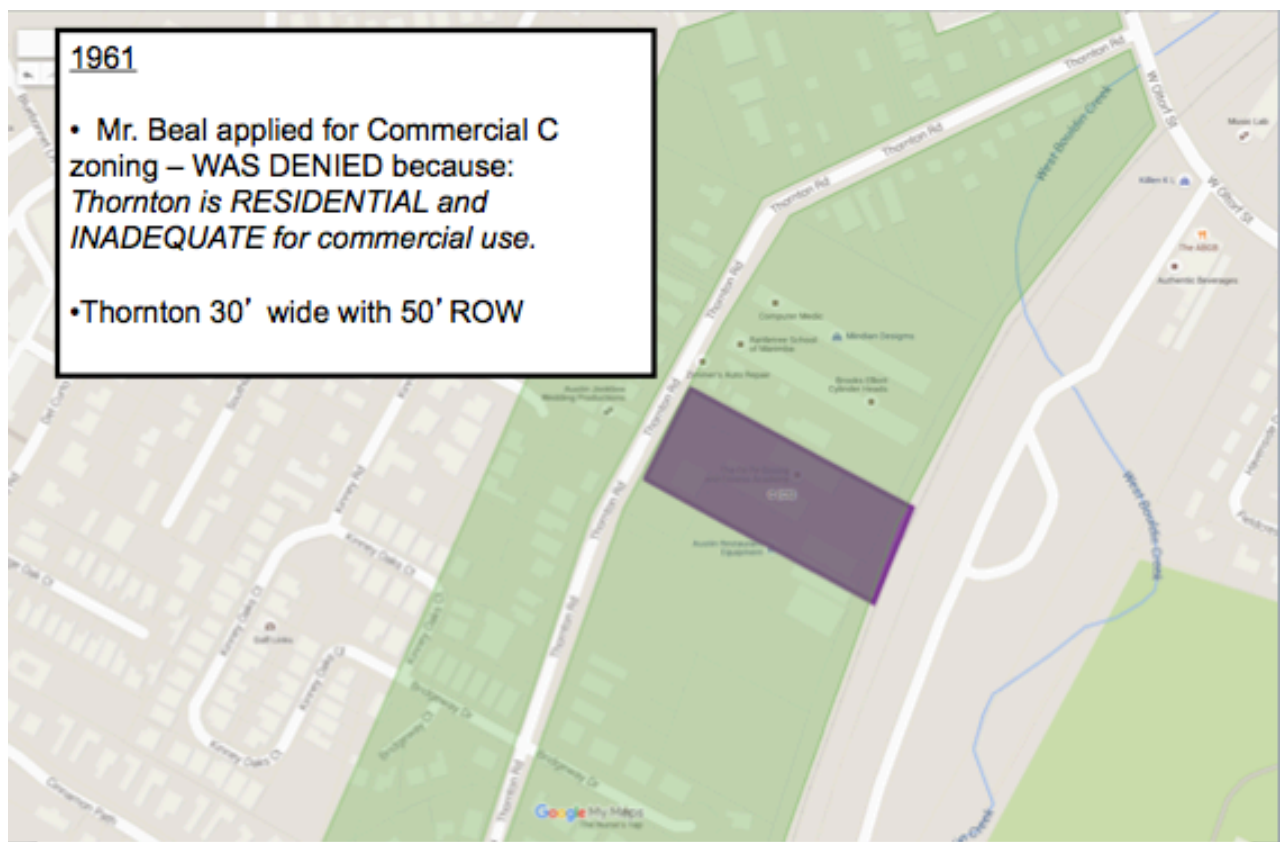


Figure 6 Thornton Road 1961

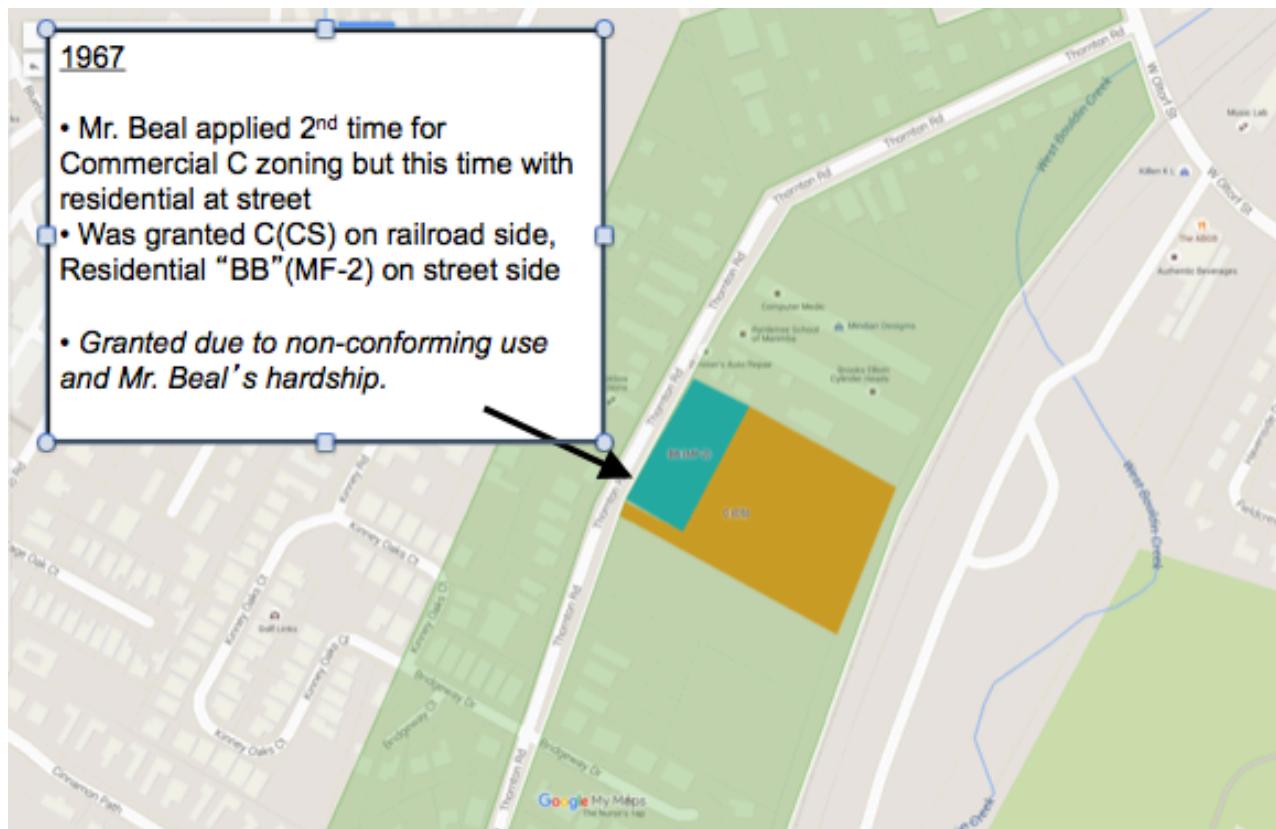


Figure 7 Thornton Road 1967

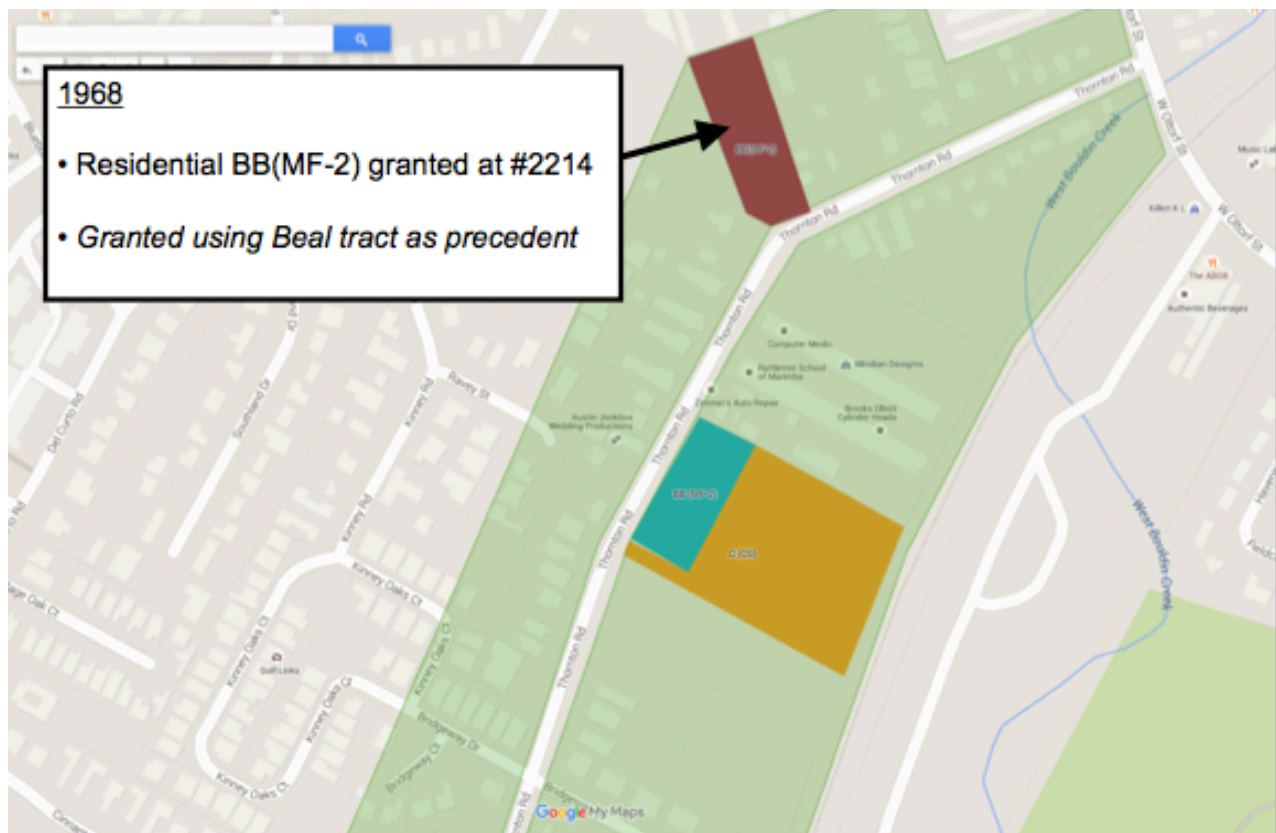


Figure 8 Thornton Road 1968

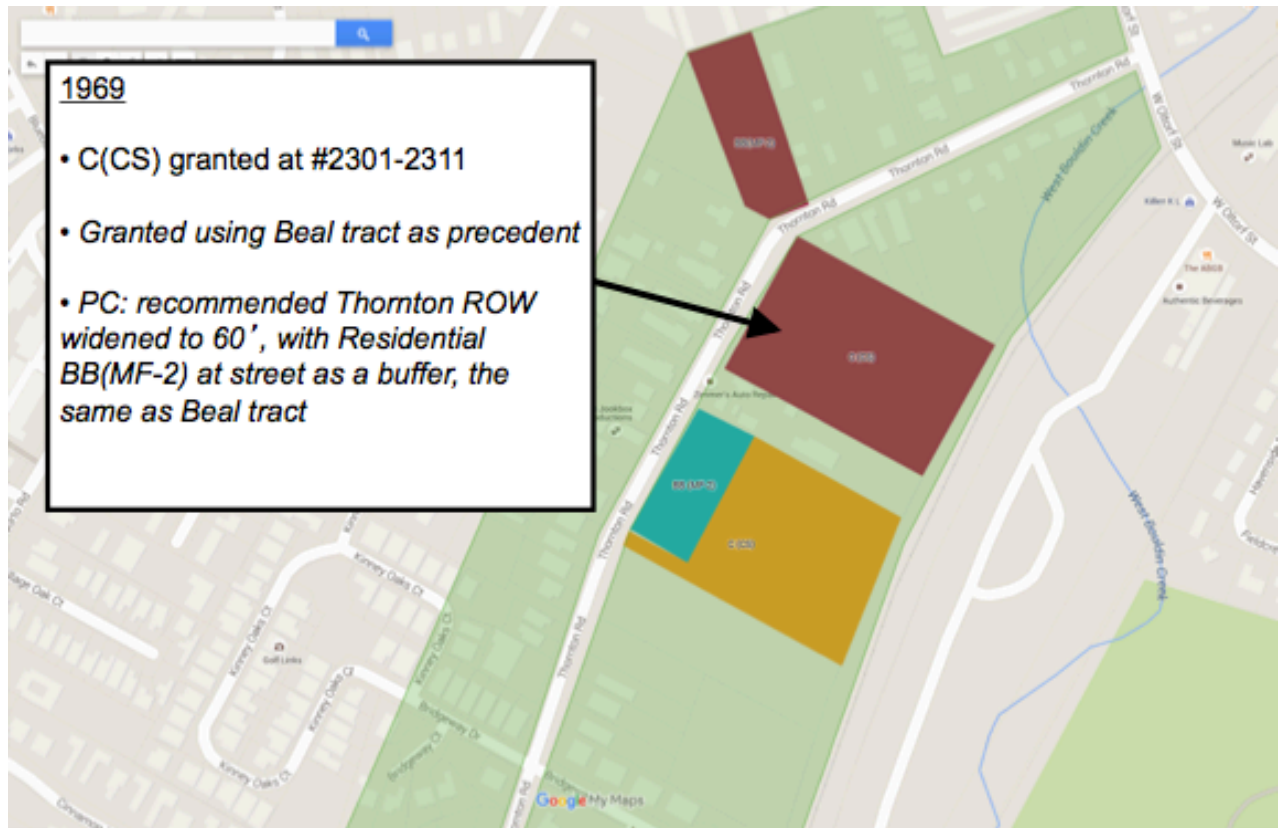


Figure 9 Thornton Road 1969a

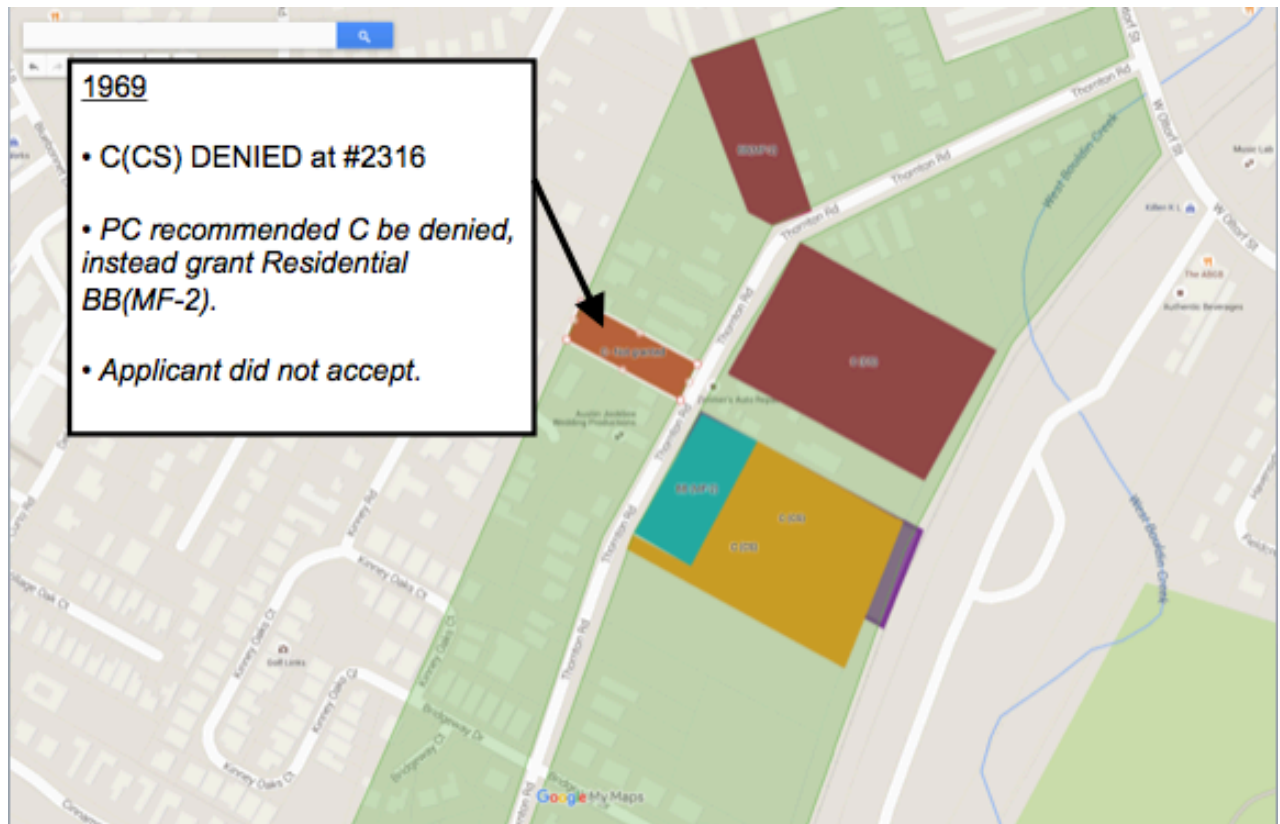


Figure 10 Thornton Road 1969b



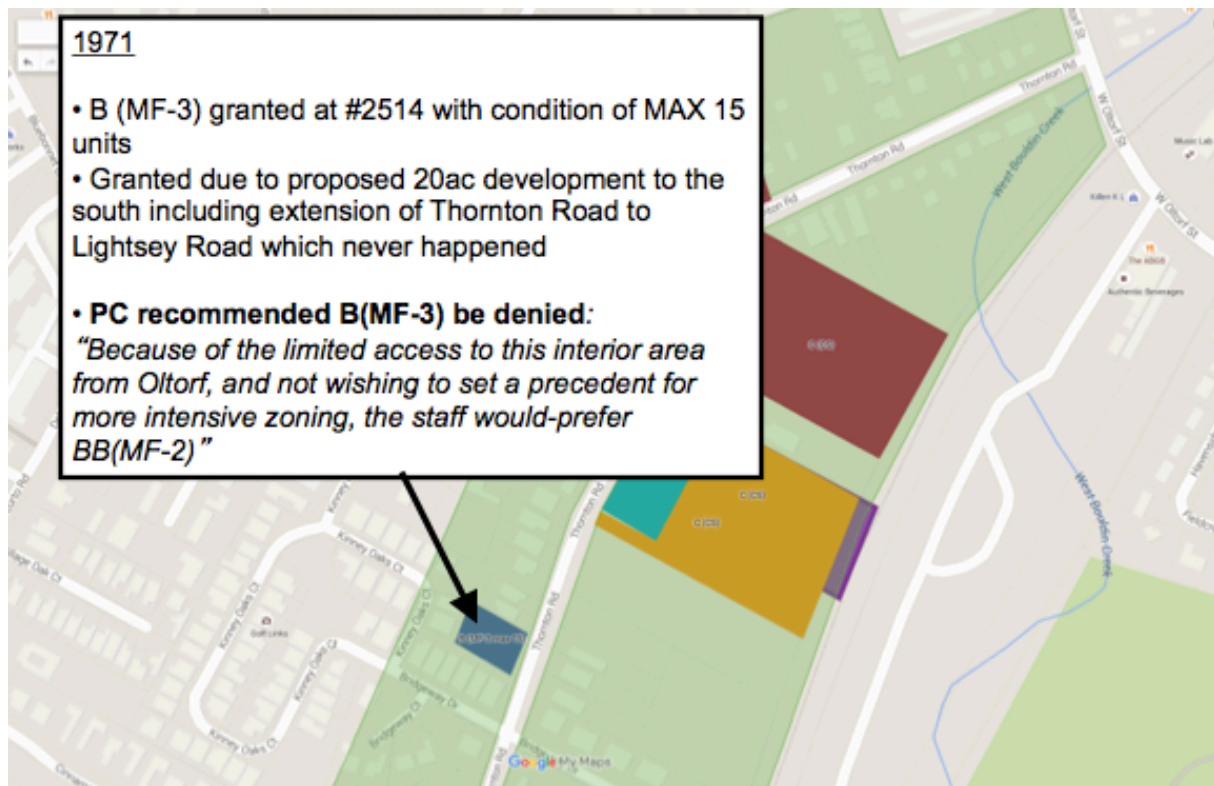


Figure 11 Thornton Road 1971

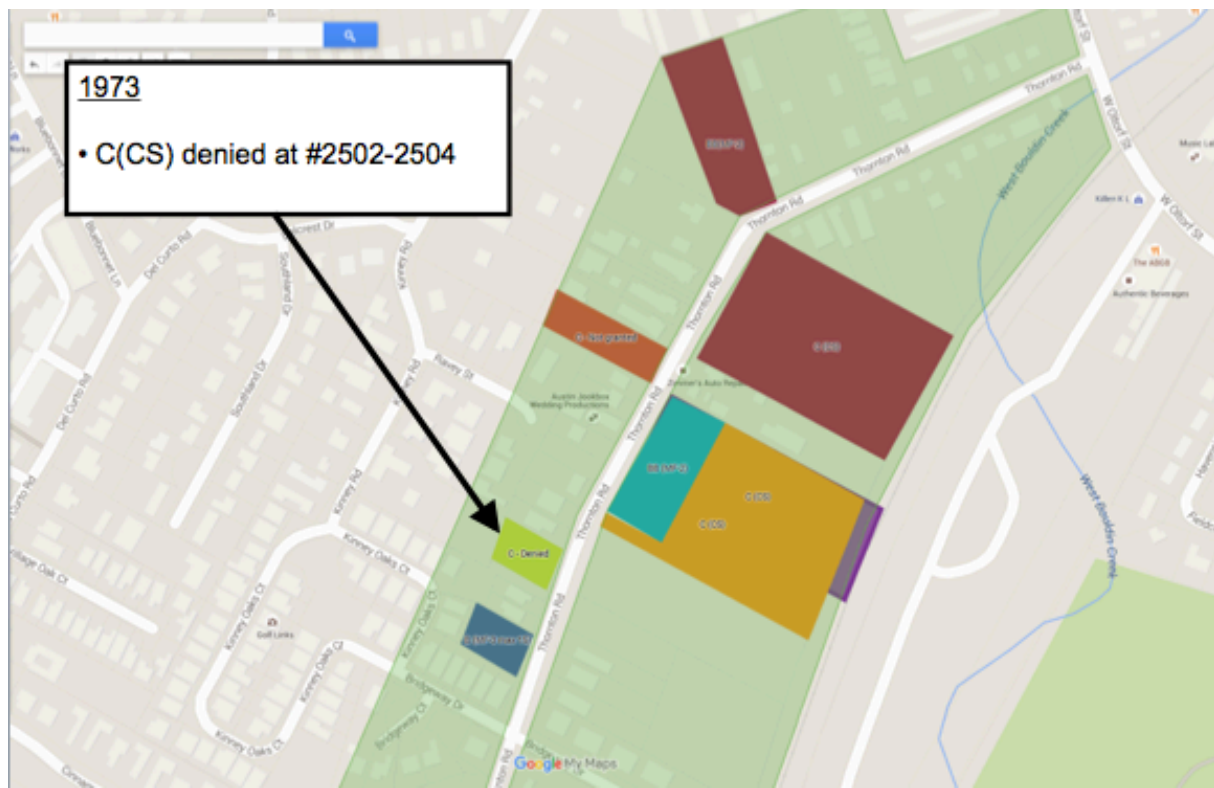


Figure 12 Thornton Road 1973



Figure 13 Thornton Road 1974



Figure 14 Thornton Road 1986

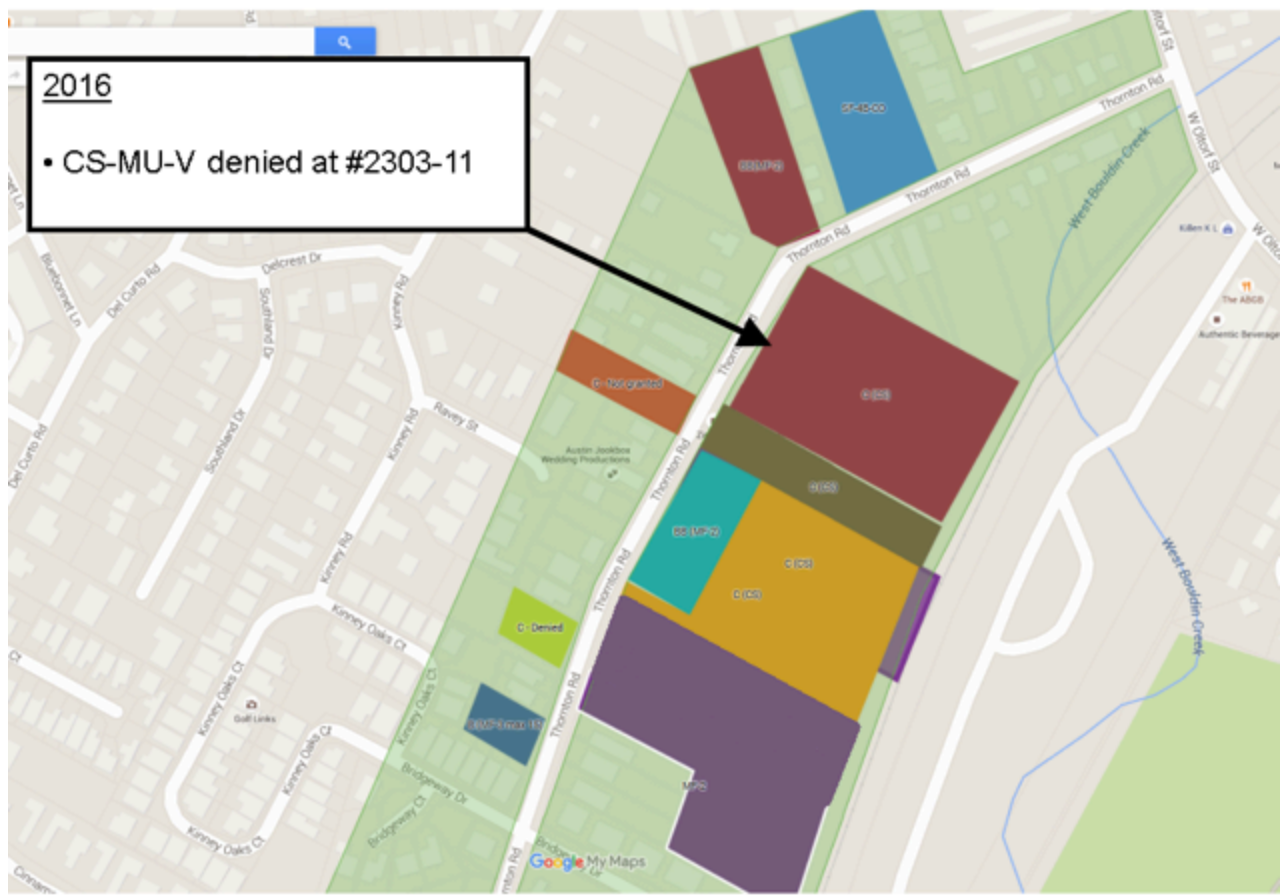


Figure 15 – Case C14-2015-0047 2303-2311 Thornton Road

### 3. Traffic Analysis and Limitation of Proposed Solutions Revised

Thornton Road is currently over capacity. This project proposes no offset or accommodation for the added density. The Traffic Study for the prior case<sup>4</sup> suggests that the volume of traffic on the road is currently equal to that of a Collector Street according to the City of Austin. The Traffic Study continues with the following statement on page 1 (Item C17 page 4 of 30); “However, the existing roadway width (approximately 28’ to 30’) and right-of-way width (varies 50’ to 60’) is closer to that of a Local Street....Vehicles park along both sides of Thornton Road essentially narrowing the street to one travel lane.” The study further indicates that current daily volume over threshold of 1800 vpd for a street of this capacity is 830 vpd or 146% of capacity leading to a service level of F. 2017 volume with units under construction will bring the traffic volume to 192% above threshold. Development at MF-2 for this property and neighboring properties will lead to a projected volume of nearly 4000 vpd or 288% over threshold.

The photos below show the state of the road Saturday January 16, 2016.

<sup>4</sup> The Traffic Study references the Thornton Traffic Study dated November 25, 2015 was included with Case C14-2015-0047





Figure 16 Thornton Just South of Oltorf January 16, 2016

Figure 4 shows the same street on the same day. The present volume on Thornton Road is exacerbated by overflow parking from Austin Beer Garden Brewing Company (ABGB). The pictures below are from a video from a recent Saturday promotion. The overflow parking stretched from Thornton to and past the subject property. Throughout this area, the traffic was essentially limited to one lane except for the no parking zone at the curve.



Figure 17. Approximately 2211 Thornton Road January 16

Even given this congestion at north end of Thornton and Oltorf, The Traffic Study does not address the impact of increased traffic on alternative routes that are in use shown in red. Residents and businesses on

the subject property normally avoid the Thornton Oltorf intersection. The increased density of the proposed development would increase the demand on alternative exit points, which create additional safety problems. The traffic analysis and development at a higher density should address the traffic considerations for these developments and future developments on other streets that are not Collectors.



Figure 18 Existing Traffic Patterns for Thornton Road

In C14-2015-0047 the staff recommendation included a plan for widening the road to include a left turn lane for northbound traffic on Oltorf with a pedestrian signal near the 331 bus stop. The road-widening plan with pedestrian signal would produce no net benefit to users other than accelerating right turn traffic according to the traffic study. The service level for the intersection would remain the same grade F as it is today in 2017. In addition, the pedestrian signal would encourage additional parking for new “Enchanted Forest” entertainment complex planned on the north side of Oltorf. No engineering has been attempted to analyze the potential path of the road widening and easements, or utility relocation that would be required to accomplish the road widening at Oltorf.

Additional information on traffic is found on the following YouTube links

[https://youtu.be/a9Ut9ccL0\\_I](https://youtu.be/a9Ut9ccL0_I)

<https://youtu.be/xS0IT2tLIXw>

## 5. Watershed Impacts

The Thornton Road area faces significant impacts from flooding as described in the South Lamar Mitigation Plan and the plan for the Del Curto Storm Drain Improvements –Phase 1B plan. The overall development of the area always presents concerns on flooding especially when existing infrastructure problems are not addressed. Any proposed development on Thornton needs to be carefully evaluated for the full impact on the West Bouldin Creek watershed. The cumulative development on the southern part of Thornton presents potential issues for Bridgeway if not done properly as shown by the Austin FloodPro map.



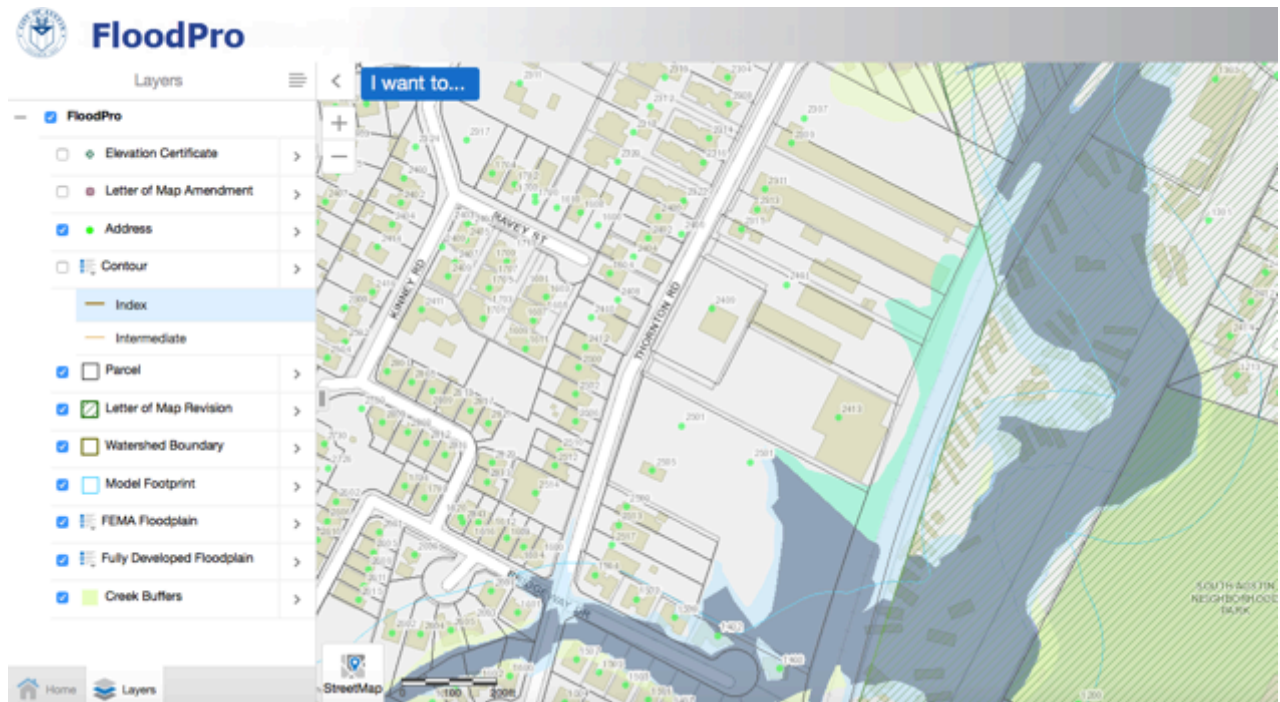


Figure 19 Drainage of Del Curto Watershed to Subject Property

The following picture shows the impact of flooding on Bridgeway on October 30, 2015, South of the subject property.



Figure 20

The following picture shows the impact of flooding on Oltorf at the railroad track north of the subject property on October 30 2015.



Figure 9 Oltorf Flooding 10-30-15 Photo Courtesy of Peter Williams

## Appendix A Formerly Section 8 - Thornton Road History Notes

There are currently six commercial properties on Thornton which were zoned commercial in 3 separate zoning cases:

- 1 July 21, 1967: 2401-2413 Thornton
- 2 Nov 6, 1969: 2301-2311 Thornton
- 3 Mar 7, 1974: 2313-2315 Thornton

Note that in the final CS zoning, the planning commissioner recommended that "this tract should be more restrictive in its use", and Thornton should be widened to 60'.

The first commercial uses on Thornton Road were around 1955 at #2401 which was then just outside the city limits. City limits extended only through #2315 at that time.

Around 1960, the city annexed the remaining southern section of Thornton Road.

Here is the history with some highlighted quotes from the meeting minutes discussing the problems of Thornton Road. There are pertinent quotes in the planning commission minutes for which links are provided.

Apr 6, 1961

First zoning request for Commercial in interior of Thornton which was not granted  
City Council heard the application for zoning from "A" residential to "C" commercial at 2317-2409 Thornton ([Roy F. Beal, E.F. Evans Company](#)) and 2519-2707 Thornton (H.G. Linscomb) which was NOT RECOMMENDED by the Planning Commission with the following notes:

*The Planning Commission had studied these cases at length, and the problem of the zoning was a street problem. Mr. Beal's operations (E.F. Evans - sheet metal company) are under a non-conforming use, and are of an industrial of commercial type that is permitted under "C". Mr Linscomb (property at the south dead end of Thornton) has 6-1/2 acres and wants to put a contractor's office and equipment yard with some warehouses that will store only durable goods. He explained that about 25 acres would be earmarked for commercial uses. Discussion of former zoning, and dedication for right-of-way boulevard was held. Mr. Linscomb state he would give whatever they wanted as a reasonable amount. The Director of Planning stated the Railroad Company had indicated it would dedicate a right-of-way provided someone else developed it; and **he pointed out certain problems concerning the dedicated thoroughfare stating it would be necessary to rechannel the creek; concerning the development of Lightsey Lane in connection with the residential subdivision of South Terrace in which houses are under construction; concerning Thornton Road which is not opened on the ground on the Lindsey Tract; and concerning the early development of the entire area as residential with houses selling on three sides and the commercial area in the middle, away from the thoroughfare. He stated ultimately there would be a public responsibility to develop the streets in a large commercial area; in the meantime the residential developers are required to develop the street, put in the utilities and handle the drainage. Councilman Bechtol discussed the traffic flow, and state it would be up to the applicants to work that out and that the I&GN Railroad to join in it, and asked Mr. O'Quinn to contact the railroad and work this out. Mayor Pro-tem Palmer stated the Council would make a personal inspection of the area.***

<http://www.ci.austin.tx.us/edims/document.cfm?id=41208>

[Discussion at Planning Commission 2/14/61:](#)

<http://www.ci.austin.tx.us/edims/document.cfm?id=215317>

[AND ON 3/14/61 where they voted to DENY:](#)

<http://www.ci.austin.tx.us/edims/document.cfm?id=215318>

This case stayed pending for years, finally denied after no response from applicant:

<http://www.ci.austin.tx.us/edims/document.cfm?id=38206>

July 27, 1967

1st successful zoning on Thornton #2401

[2401-2411 Thornton from "A" residence to "BB" residence \(street side\) and 4 acres 2401-2413 Thornton \(adjacent to railroad tracks\) from "A" to "C"](#)



<http://www.ci.austin.tx.us/edims/document.cfm?id=38224>  
<http://www.austintexas.gov/edims/document.cfm?id=39039>  
Planning Commission minutes:  
<http://www.ci.austin.tx.us/edims/document.cfm?id=215219>

Nov 6, 1969

[Council approves 2nd CS zoning in interior of Thornton](#)  
<http://www.austintexas.gov/edims/document.cfm?id=38488>  
[2301-2311 Thornton](#) from "A" residence district to "C" commercial district  
Planning Commission minutes:  
<http://www.ci.austin.tx.us/edims/document.cfm?id=215286>

Apr 9, 1970

Council heard 2316-2318 Thornton from "A" to "C", NOT recommended by Planning Commission, which recommended "BB" instead.  
<http://www.ci.austin.tx.us/edims/document.cfm?id=24632>

Jan 7, 1970

Council approved 2512-2514 from "A" to "B" w/ restrictive covenant to limit of 15 units. Planning Commission did not recommend change to "B" but instead recommended "BB" which was less intensive - **"because of the limited access to this interior area from Oltorf Street and not wishing to set a precedent for more intensive zoning"**. Restrictive covenant of 15 units and subject to 5' right-of-way  
<http://www.ci.austin.tx.us/edims/document.cfm?id=24553>

Mar 8, 1973

Council DENIED 2502-2504 Thornton from "A" to "C" but APPROVED "A" to "BB" which is what Planning Commission recommended "BB", explaining: **"Thornton Road is a dead-end street extending southerly off of Oltorf. It is an area developed prior to annexation and many of the uses there now are still single family. Recent zonings cover very deep lots, fronting on Thornton Road; and there is a warehouse fronting on the railroad track. Three zoning requests had been zoned "BB" residence and "B" residence and the fourth request was recommended for denial of the "C" Commercial zoning, but recommended for (low density-hence "BB") apartment zoning."**

[Mar 7, 1974](#)

3rd successful commercial zoning case  
Council approved 2313-2315 Thornton from "A" to "C"  
Planning Commission recommended the change **subject to 1/2 the r-o-w (5') to increase Thornton Road to 60'**. Planning commission comments: **"this was an older area in South Austin on a very long dead-end street and was predominantly residential. The previous requests for "C" Commercial, which had been granted, had either been dismissed because of incompleteness of requirements or their not being used for "C" purposes. He added that it was the opinion of the staff that rather than continue to zone "C", this tract should be more restrictive in its use."**  
<http://www.ci.austin.tx.us/edims/document.cfm?id=27013>  
<http://www.austintexas.gov/edims/document.cfm?id=27345>

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Case Number: C14-2016-0039  
 Contact: Andrew Moore, 512-974-7604  
 Public Hearing: Jun 14, 2016, Planning Commission  
 Aug 11, 2016, City Council

David Ansel  
 Your Name (please print)

2509 THORNTON RD

Your address(es) affected by this application

6/7/16

Date

Signature

Daytime Telephone: 512 577 7687

Comments: THORNTON RD IS AN OVERGUARDED SHUTSHOW OF A STREET ALREADY. MF-4 IS A HORRIBLE PRECEDENT. WE BELIEVE THAT CS IS A GOOD USE BECAUSE OF TRAFFIC IT CAN INTRODUCE THE POSSIBILITY OF NEIGHBORHOOD SERVICES INTO THE INTERIOR OF THE HOOD. PSW'S CONSULTANT'S ARGUMENT THAT CS HAS HIGHER TRAFFIC COUNT THAN MF-4 IS COMPLETE B.S. WE ARE TIRED OF BEING SEXUALLY HARASSED BY PSW. AT LEAST THIS ARCHITECTURAL AGGROMINATION WILL BE HIDDEN FROM STREET VIEW, UNLIKE THEIR OTHERS.

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

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

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Case Number: C14-2016-0039

Contact: Andrew Moore, 512-974-7604

Public Hearing: Jun 14, 2016, Planning Commission

Aug 11, 2016, city Council

Your Name (please print)

Michele Owens

☐ I am in favor

☒ I object

Your address(es) affected by this application

Austin TX 78701 Michele Owens

Signature

Date

Daytime Telephone: 512-7853135

6-7-16

Comments:

I guess no one on the board ever comes down Thornton Rd. We already have too much traffic on the road, and the 100 unit property next to this is not finished! The city allows development without proper infrastructure, and that is negligent. No sidewalks.

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Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-8810

On Thornton but hundreds more people! Very disappointed in city leaders.

It object but what difference will it make



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**Case Number: C14-2016-0039**

**Contact: Andrew Moore, 512-974-7604**

**Public Hearing: Jun 14, 2016, Planning Commission**

**Aug 11, 2016, City Council**

*Scott Telles*

Your Name (please print)

*2513 Thornton Rd.*

Your address(es) affected by this application

*[Signature]*

Signature

Date

Daytime Telephone: *512 417 3931*

Comments: *No. No No No No*

*There is already FAR TOO MUCH development on Thornton. It is supposed to be a quiet residential street between ABGB and the new apartments, it is almost impossible to walk the dog or ride a bike on the street. No more development on Thornton except houses.*

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

City of Austin

Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-8810

*[Signature]*

From: Loraine Brown [REDACTED]  
Sent: Saturday, June 18, 2016 4:12 PM  
To: Moore, Andrew  
Subject: Case Number C14-2016-0039 - OBJECT to MF4 Rezoning

Hi Andrew -

My name is Loraine Brown, and my address is 1612 Bridgeway Drive, 78704. I write to you today to strenuously OBJECT to the rezoning of 2413 Thornton Road to MF-4-CO as requested in C14-2016-0039.

The zoning for this lot should either remain CS, or be rezoned to MF-2. The primary issue I have with the rezoning is the traffic that would be generated by this development on Thornton, which is already a congested and dangerous road for automobiles, cyclists and pedestrians to navigate. Adding 70 additional residential units (and the traffic such units would generate) to this already-crowded and perilous street would be a disaster.

Thank you for your time and attention regarding this matter.

All the best,  
Loraine M. Brown

--

Loraine M. Brown

e [REDACTED]

p. (512) 983-5898

<http://vinoveritasventures.com/>

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Case Number: C14-2016-0039

Contact: Andrew Moore, 512-974-7604

Public Hearing: Jun 14, 2016, Planning Commission

Aug 11, 2016, city Council

Michael P. Henry D.C.

Your Name (please print)

☐ I am in favor  
☒ I object

2817 Kinney Oaks Ct.

Your address(es) affected by this application

Michael P. Henry D.C.

6/8/16

Signature

Date

Daytime Telephone: 512-632-6819

Comments: Thornton Rd. is already a safety concern  
due to the high traffic volume. There are routinely  
cars parked on both sides of the road leaving only  
enough room for one car to use the road at a time.  
Any increase in zoning density would have to include  
an overhaul of Thornton Rd. itself. There are also  
no continuous side walks on Thornton so cars are sharing  
an already narrow road with pedestrians as well.  
Vote No on Re-Zoning Thornton!

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

City of Austin

Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-0910

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Case Number: C14-2016-0039

Contact: Andrew Moore, 512-974-7604

Public Hearing: Jun 14, 2016, Planning Commission

Aug 11, 2016, city Council

Allen Rick

Your Name (please print)

2502B Thornton Rd

Your address(es) affected by this application

Allen Rick

Signature

Date

Daytime Telephone:

512-554-9612

Comments: Thornton cannot handle any more traffic. It is already way overly congested.

When Thornton hits Oltorf we have to drive single file due to parking on the side of the road on Thornton. Adding more parking in the 2400 area on Thornton

as well as cars coming and going would be another level of chaos

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

City of Austin

Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-8810

Please don't!

☐ I am in favor  
☒ I object

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Case Number: C14-2016-0039

Contact: Andrew Moore, 512-974-7604

Public Hearing: Jun 14, 2016, Planning Commission

Aug 11, 2016, city Council

Timothy Dove

Your Name (please print)

2309 Thornton Rd A+B

Your address(es) affected by this application

Signature

Signature

Date

Daytime Telephone:

(512) 801-6326

Comments:

See Attached

☐ I am in favor  
☒ I object

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

City of Austin

Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-8810



Dear Mr. Moore,

I frequently cannot receive deliveries to my business on Thornton Rd because of the parking problem. Evenings and weekends are exceptionally bad because of the overflow parking problem from the Austin Beer Garden and Brewery(ABGB). When the train crossing arms are down, traffic backs up onto South Lamar completely blocking access to Thornton Rd. On a busy Friday night you would not be able to get an ambulance or fire truck down Thornton Rd. The neighborhood behind us uses Thornton Rd as a shortcut to avoid the traffic on South Lamar. The volume of cars, pedestrians without a side walk, and parking problem needs to be addressed. Thornton Rd can not handle the amount of traffic or parking it has currently. Adding density on an already over crowded street is like throwing gas on a fire. The 104 units PSW built at 2505 Thornton Rd should have never been approved. Please address our current problem before adding more density.

Video example of problems on Thornton Rd.  
[www.youtube.com/watch?v=xs01T2tLIXw](http://www.youtube.com/watch?v=xs01T2tLIXw)

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim Dove', with a stylized flourish at the end.

Tim Dove

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Case Number: C14-2016-0039

Contact: Andrew Moore, 512-974-7604

Public Hearing: Jun 14, 2016, Planning Commission  
Aug 11, 2016, city Council

Christina Bucalo Barry  
Your Name (please print)

2833 Kinney Oaks Ct  
Your address(es) affected by this application

[Signature]  
Signature

6/11/16  
Date

512-699-7745  
Daytime Telephone

Comments: This level of development is inappropriate for a non-transit street. Development of this level is normally for streets like Lamar or Oltorf. The City of Austin has rated Thornton as an F for passability and safety and this will not alleviate this issue.

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Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-8810

☐ I am in favor  
☒ I object

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Case Number: C14-2016-0039

Contact: Andrew Moore, 512-974-7604

Public Hearing: Jun 14, 2016, Planning Commission

Aug 11, 2016, city Council

Josh Barry

Your Name (please print)

2833 Kinney Oaks Ct.

Your address(es) affected by this application

☐ I am in favor  
☒ I object

Signature

Date

Daytime Telephone: 512 239-8060

Comments: This land development is

inappropriate for a non-transit street  
development of this type should be  
reserved for streets like Lamar,  
Oltore, or S. 1st. The City of Austin  
has rated Thornton as an F for  
passability and safety and this  
will do nothing to alleviate this  
issue. *OK MB*

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

City of Austin

Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-8810

## PUBLIC HEARING INFORMATION

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

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

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

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

For additional information on the City of Austin's land development process, visit our website:

[www.austintexas.gov/planning](http://www.austintexas.gov/planning).

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

Case Number: C14-2016-0039

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Public Hearing: Jun 14, 2016, Planning Commission

Aug 11, 2016, City Council

*Mark Leavelle + John Morales*

☐ I am in favor

☒ I object

*2801 Kinney Oaks Ct. Austin 78704*

Your address(es) affected by this application

*Mark S. Leavelle* *6-14-16*

Signature

Date

Daytime Telephone: *512-441-1958*

Comments: *Thompson Rd cannot handle any more traffic. It is already over back with parking on both sides of the street and weekend over flow parking for a popular nearby microbrew (the ABGB). Rezoning the said property for yet more multi-family residences will make Thompson Rd. unusable for everybody including the residents of Kinney Oaks Ct. add to the problem already have a people sitting through our neighborhood unsafely in order to access other neighborhoods.*

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