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ZONING CHANGE REVIEW SHEET

CASE: C14-2012-0032
Del Curto Homes

P.C. DATE: September 11, 2012

ADDRESS: 2905 Del Curto Rd. & 1814 Lightsey Rd.

AREA: 4.7 acres

OWNER/AGENT: PSW Lightsey, LP (J. Ryan Diepenbrock)

FROM: Family residence (SF-3)

TO: Townhouse and condominium residence – conditional overlay (SF-6-CO)

AREA STUDY: N/A **TIA:** Neighborhood Traffic Analysis (NTA) is attached

WATERSHED: West Bouldin

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

NEIGHBORHOOD PLAN AREA: South Lamar

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant townhouse and condominium residence – conditional overlay (SF-6-CO) combining district zoning. The conditional overlay would include the following restrictions:

1. Vehicular access to the property is limited to one access drive on Del Curto Road.
2. Vehicular access is prohibited to Lightsey Road.
3. Any site development is limited to less than 232 vehicular trips per day.
4. Any site development is limited to 50% impervious coverage.
5. Any site development is limited to 36 dwelling units total.

If the requested zoning is recommended for this site, then Staff recommends a Restrictive Covenant to include all recommendations listed in the Neighborhood Traffic Analysis (NTA) memorandum, dated August 28, 2012, (Exhibit A- NTA).

ISSUES

The subject property is located immediately northeast of the intersection of Lightsey Road and Del Curto Road. Many neighborhood representatives have expressed concern about vehicular safety along those roads, and the intersection in particular. Neighborhood representatives have also expressed concern about drainage issues in the area.

PLANNING COMMISSION RECOMMENDATION:

September 11, 2012:

DEPARTMENT COMMENTS:

The subject property is located northeast of the intersection of Del Curto Road and Lightsey Road in the South Lamar neighborhood. The South Lamar Neighborhood Plan has not been adopted/approved by City Council, so there is no FLUM for the area. The property is comprised of three parcels that are zoned SF-3. The parcels were previously used as single family residences, and houses still remain on

two of the parcels. Immediately to the north is an undeveloped lot that is zoned SF-3, and north of that lot are two lots zoned SF-5-CO and SF-6-CO. Both lots are undeveloped; the SF-5-CO lot has an approved condominium site plan for 6 units. Across from these lots is an SF-6-CO property that has been developed with 4 condominium units. More information on these properties is provided in the Case Histories section of this report. To the east of the subject property are single family residential lots zoned SF-3, as well as to the south, across Lightsey Road. There are SF-3 zoned residential lots to the west, across Del Curto Road, as well as Del Curto Park, which is zoned P-CO (Exhibits B & C – Zoning Map & Aerial Map).

Due to the surrounding SF-3 and P-CO zoning, as well as land uses, the property is subject to compatibility requirements if SF-6 zoning is granted. This will include 25 foot setbacks for buildings, parking, driveways and other structures on all sides, increased height limitations, screening, and other requirements beyond the base zoning district requirements.

With this zoning request, the applicant proposes to develop the subject property with 40 townhouse/condominium residences (Exhibit D – Applicant Support Materials). The applicant has met with the South Lamar Neighborhood Association (SLNA) to discuss the zoning request, but the group does not support the request for 40 residential units on the property. In the attached letter, SLNA states that they support a range of 28 to 32 residential units on the property, with conditions (Exhibit E – Neighborhood Letter). The applicant has also filed two other development applications with the City, a subdivision and a site plan, each proposing a different layout and number of residential units. These applications are discussed in the Related Cases section of this report.

A neighborhood traffic analysis (NTA) was not triggered by the vehicular trip generation of the proposed 40-unit development of townhouse/condominium units. However, Staff determined that field conditions warranted further analysis, and an NTA was prepared (Exhibit A – NTA).

The subject tract is located in the West Bouldin Creek watershed. Regional stormwater participation is not available in this watershed, so stormwater detention must be provided onsite or conveyed directly to the stormwater system. Drainage design is required at time of subdivision or site plan. If zoned and developed with townhouse/condominiums under SF-6-CO, water quality features will also be required at time of subdivision or site plan.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	SF-3	Single family residences, Undeveloped
<i>North</i>	SF-3, SF-5-CO, SF-6-CO	Single family residences, Undeveloped
<i>South</i>	SF-3	Single family residences
<i>East</i>	SF-3	Single family residences
<i>West</i>	SF-3, P-CO	Single family residences, Public park

ABUTTING STREETS:

Name	ROW	Pavement	Class	Sidewalk	Bus Route	Bike Route
Lightsey Road	Varies	Varies	Collector	No	No	# 25
Del Curto Road	Varies	Varies	Collector	No	No	# 25

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ZONING CASE/ ORDINANCE	ADDRESS	REQUESTED FROM-TO	ZONING GRANTED	CONDITIONS
C14-2010-0075 ORD. # 20100729-121	3000 Del Curto	SF-3-CO to P-CO	P-CO	A trail for pedestrian & bicycle use that facilitates connection to Del Curto Rd, Manchaca Rd, Lightsey Rd, and S. Lamar Blvd is required.
C14-2009-0159 ORD. # 20100624-121	2807 Del Curto	SF-3 to SF-6	SF-6-CO	A. Vehicular trips not to exceed 2,000/day; B. Min lot size of 5,750 s.f.; max height of 35 feet; max bldg. coverage of 40%; max impervious coverage of 45%; max density of 7.2 units/acre; max density of total 20 residential units.
C14-2007-0233 ORD. # 20080212-090	2811 Del Curto	SF-3 to SF-5-CO	SF-5-CO	A. May not exceed 6 dwelling units (du); B. May not exceed 5.802 du/acre; C. Max height of 32 feet and 2 stories; D. Habitable attic less than 400 s.f. shall not be counted as a story, per 25-2, (F) 3.3.2; E. Condominium or townhouse use subject to 25-2(F); F. Max impervious cover of 45%; If driveways are constructed of grass pavers, impervious cover max of 50%; H. Building setback line of 10 feet along north & south property lines.
C14-06-0189 ORD. # 20061130-056	2608 Del Curto	SF-3 to SF-5-CO	SF-5-CO	A. May not exceed 4 residential units; B. Max impervious cover of 50%.
C14-00-2130	2607 Del Curto	SF-3 to SF-4A	Denied	NOTE: Staff & PC recommended SF-4A (10/10/10: 8-1, Mather- Nay). Valid petition (32.25%) filed by the Kinney Road Neighborhood Association in opposition to the request. Zoning denied at City Council (11/30/10: 8-0).

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RELATED CASES: There are two other development applications for the subject property currently on file with the City. A preliminary plan was filed under Case # C8-2012-0037 on March 15, 2012. The subdivision application proposes 22 residential and 1 pond lots. This would allow 44 duplex units. The subdivision is proposed to comply with the existing SF-3 zoning, and is approximately midway through the staff review process.

Site plan application was made under File # SP-2012-0284C by the Applicant on August 28, 2012. The application proposes 40 condominium/townhomes and one pond on a single lot. This site plan is proposed to comply with this SF-6 zoning application. Staff review of the site plan application is only in the preliminary stages, due to the recent submittal date.

NEIGHBORHOOD ORGANIZATIONS:

South Central Coalition
Austin Neighborhoods Council
The Village at Kinney Court
Austin Heritage Tree Foundation
Glen Allen Condo Association
South Lamar Neighborhood Association

SCHOOLS:

Zilker Elementary School O Henry Middle School Austin High School

CITY COUNCIL DATE: October 11, 2012

ACTION:

ORDINANCE READINGS: 1st 2nd 3rd

ORDINANCE NUMBER:

CASE MANAGER: Heather Chaffin
e-mail: heather.chaffin@austintexas.gov

PHONE: 974-2122

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant townhouse and condominium residence – conditional overlay (SF-6-CO) combining district zoning. The conditional overlay would include the following restrictions:

1. Vehicular access to the property is limited to one access drive on Del Curto Road.
2. Vehicular access is prohibited to Lightsey Road.
3. Any site development is limited to less than 232 vehicular trips per day.
4. Any site development is limited to 50% impervious coverage.
5. Any site development is limited to 36 dwelling units total.

If the requested zoning is recommended for this site, then Staff also recommends a Restrictive Covenant to include all recommendations listed in the Neighborhood Traffic Analysis (NTA) memorandum, dated August 28, 2012, (Exhibit A- NTA).

These conditions were developed based on Staff review of transportation, drainage, land use, and other issues affecting the subject property and the general vicinity.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

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

The applicant proposes building townhouse/condominium residences on the subject property, which is permitted under SF-6 zoning.

2. *Granting of the request should result in an equal treatment of similarly situated properties.*

Six properties along the stretch of Del Curto Road from Lightsey Road to Bluebonnet Lane have been granted zoning ranging from SF-5-CO to MF-2. Details of the most recent zoning cases are listed in the Case Histories.

3. *Zoning changes should promote compatibility with adjacent and nearby uses and should not result in detrimental impacts to the neighborhood character.*

SF-6-CO zoning would allow development of the property with up to 36 residential units, which would be an appropriate intensity for this tract. Compatibility standards would ensure 25-foot setbacks and screening on all sides. Other SF-5-CO and SF-6-CO properties are also located nearby on Del Curto Road. Traffic, water quality, and drainage impacts would be addressed at time of subdivision or site development.

Environmental

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. Impervious cover is not limited in this watershed class; therefore the zoning district impervious cover limits will apply.
3. This site is required to provide on-site structural water quality controls (or payment in lieu of) for all development and/or redevelopment when 5,000 s.f. cumulative is exceeded, and detention for

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the two-year storm. At this time, no information has been provided as to whether this property has any pre-existing approvals which would preempt current water quality or Code requirements.

4. According to flood plain maps, there is no flood plain within the project area.
5. Numerous trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 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. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

Site Plan

SP 1. Any new development is subject to Subchapter E. Parkland Dedication, Compatibility Standards, Design Standards and Mixed Use. Additional comments will be made when the site plan is submitted.

Transportation

TR1. If the requested zoning is granted for this site, 30 feet of right-of-way should be dedicated from the centerline of Lightsey Road and 30 feet of right-of-way should be dedicated from the centerline of Del Curto Road in accordance with the Transportation Criteria Manual, in order to accommodate traffic anticipated to be generated by this site. LDC, 25-6-55; TCM, Tables 1-7, 1-12.

TR2. The Austin Transportation Dept. has identified major sight-distance concerns to provide safe access to/from this site. If the requested zoning is granted, it is recommended that a sight-distance study for access be required for this site. The sight-distance study may be deferred to either the subdivision or the site plan stages.

TR3. A Neighborhood Traffic Analysis (NTA) is required and will be performed for this project by the Transportation Review staff. The applicant must provide to city staff recent traffic counts taken by a qualified transportation professional for Del Curto and Lightsey Road. Results of the NTA will be provided in a separate memo. LDC, Sec. 25-6-114.

TR4. Del Curto Road and Lightsey Road are classified in the Bicycle Plan as Bike Route No. 25.

TR5. Capital Metro bus service is not available along Del Curto Road and Lightsey Road.

TR6. There are no existing sidewalks along Del Curto Road and Lightsey Road.

TR7. Existing Street Characteristics:

Name	ROW	Pavement	Classification	ADT
Lightsey Road	Varies	Varies	Collector	2,671
Del Curto Road	Varies	Varies	Collector	2,671

EXHIBIT A
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MEMORANDUM

TO: Heather Chaffin, Zoning Case Manager
CC: Eric Bollich, P.E., Jerry Perales, P.E.
FROM: Ivan J. Naranjo, Senior Transportation Planner
DATE: August 28, 2012
SUBJECT: Neighborhood Traffic Analysis for Lightsey Road and Del Curto Road
Zoning Case: Del Curto Homes C14-2012-0032

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

The 4.7-acre tract is proposed as a residential development consisting of approximately 40 detached condos or townhouses. The site is located in south Austin at the northeast corner of Lightsey Road and Del Curto Road. The project, which is currently zoned Single-Family Residence (SF-3), is requesting a change to Single-Family Residence (SF-6). The tract will have vehicular access to Del Curto Road. The properties surrounding this tract to the north, south, east and west are zoned single family (SF-3). Lightsey Road creates the southern border and Del Curto Road creates the western border for this tract.

Roadways

Lightsey Road and Del Curto Road are classified as neighborhood collector streets with a varying right-of-way and a varying pavement under 30'. Currently, road gaps on each side of Lightsey Road near this development prevent it from connecting on the west to Intersect with Manchaca Road and the gap at the railroad on the east prevents it from connecting with Barton Skyway. Lightsey Road currently turns into Del Curto Road at the curve located on the southwest corner of this property. Based on recent traffic counts taken on 7/26/12 by GRAM Traffic, Inc., plus adjusted by 10% to compensate for missing school traffic, these roads are carrying approximately 2,671 vehicles per day. According to the Transportation Criteria Manual (TCM), the typical average daily traffic (ADT) for a neighborhood collector street built to alternative design criteria without standard curb and gutter ranges from 1600 to 4800 vehicles per day.

Trip Generation and Traffic Analysis

Based on the ITE's publication Trip Generation Rates - 8th Edition, the proposed development at the time of site plan will generate approximately 232 vehicle-trips per day (vpd).

Trip Generation			
LAND USE	ITE Code	SIZE	VPD
Resd. Condo/Townhouse	230	40 Units	232
TOTAL			232

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Distribution of trips was estimated as follows:

Street	Site Traffic
Lightsey Road	50%
Del Curto Road	50%

Below is a table containing the estimated number of trips that will affect each street:

Street	Existing Traffic (vpd)	Site Traffic (vpd)	Total Traffic after Project (vpd)
Lightsey Road	2,671	116	2,787
Del Curto Road	2,671	116	2,787

The Land Development Code specifies desirable operating levels for certain streets in section 25-6-116. These levels are as follows: A residential local or collector street with a pavement width of less than 30' should carry 1,200 vehicles per day or less.

Conclusions

1. The neighborhood traffic analysis (NTA) was prepared by the Planning & Development Review Dept. because the Austin Transportation Dept. identified critical sight-distance concerns for this tract along Lightsey Road and Del Curto Road. In order to provide safe vehicular access to and from this development, a sight-distance study was required. Based on the sight-distance study, it is recommended that access to this development be allowed only from Del Curto Road and that access from Lightsey Road be prohibited. In addition, traffic warning signs and sight-distance easements, as approved by the Austin Transportation Department, will be required during the subdivision stage or site plan stage.
2. If the requested zoning is granted for this site, 30' of right-of-way should be dedicated from the centerline of Lightsey Road and 30' of right-of-way should be dedicated from the centerline of Del Curto Road in accordance with the Transportation Criteria Manual. LDC, 25-6-55.
3. This site should be limited through a conditional overlay to 232 vehicle-trips per day. This would allow for 40 dwelling units to be constructed on site. With this limitation, the projected traffic along Lightsey Road and Del Curto Road would increase to 2,787 vpd in each direction thus resulting in an addition of approximately 7.89% from the existing traffic.
4. The existing traffic along Lightsey Road and Del Curto Road exceed the minimum requirements established in Section 25-6-116 by 1,471 vpd. Due to this development, the traffic along Lightsey Road and Del Curto Road is estimated to exceed the requirements of this section by 1,587 vpd.
5. The City Council may approve a zoning application if it is determined that the applicant has satisfactorily mitigated adverse traffic effects or the projected additional traffic from a project has an insignificant effect on the residential streets.

If you have any questions or require additional information, please contact me at 974-7649.



Ivan J. Naranjo, Senior Transportation Planner
Planning and Development Review Department

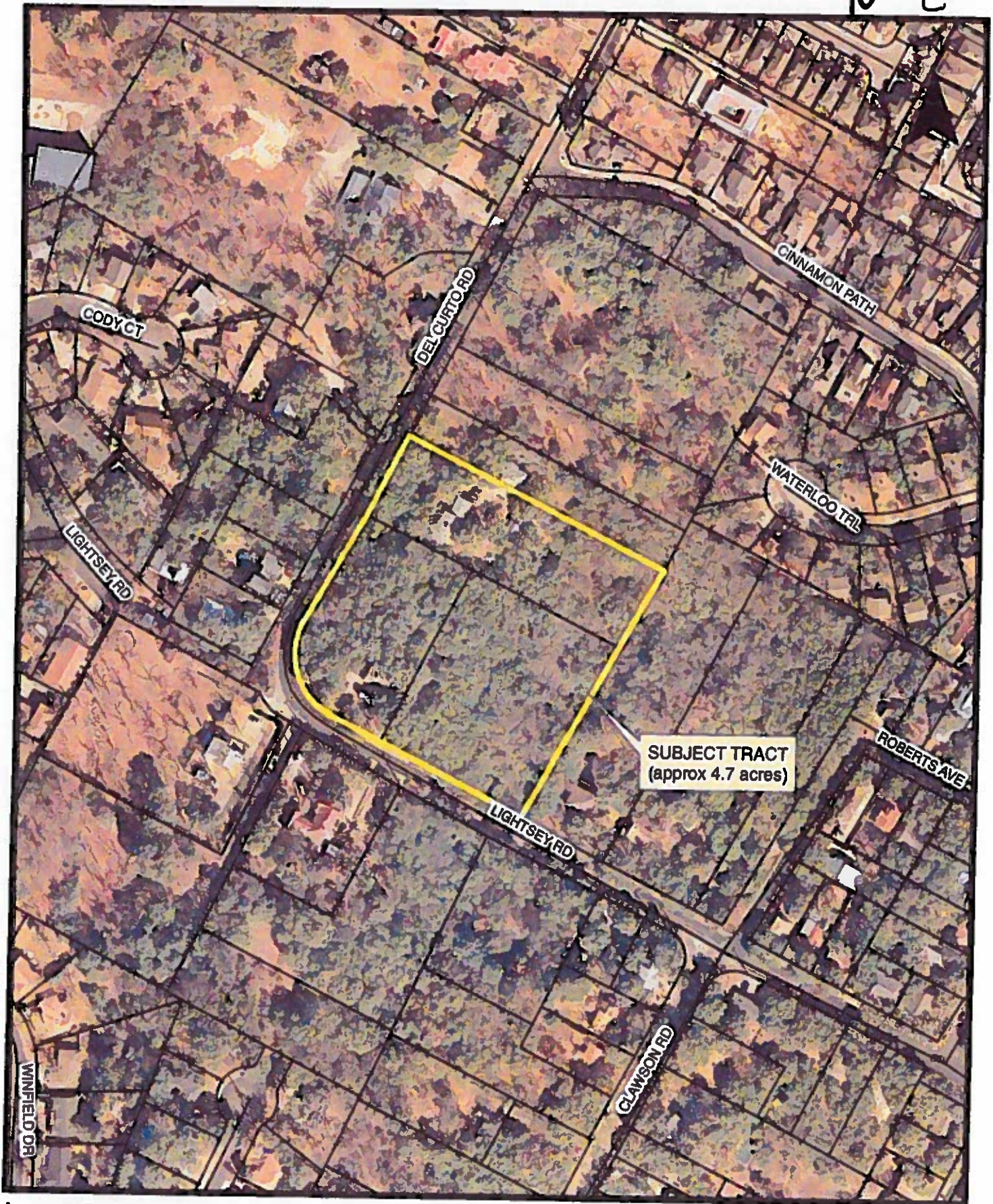


Image Data: 2009

Exhibit C

0 100 200 400 Feet

1 inch = 200 feet

Lightsey Development

EXHIBIT
D

SF-3 Current Zoning Subdivision

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- See attached 42 unit subdivision plan in formal review with the City of Austin
 - Our preferred driveway configuration on Lightsey by providing an additional 15' of street on Lightsey we've created a safe drive with a median for those homeowners to use, exiting one-way only at the top of Lightsey
 - City maintained drainage ponds (1 or 2) must be used and accessed from the street
- See attached 45 unit subdivision plan with joint use access driveway
 - An option with a less traditional driveway access to the homes on Lightsey
 - City maintained drainage ponds (1 or 2) must be used and accessed from the street
- An SF-3 subdivision pushes us towards maximizing the density in effort to reduce pricing. City street, utilities, ponds, etc. cost more, take up more of our development budget, and therefore require as many units as possible to spread out the costs.

SF-6 Zoning Request and Conditions Summary

- See attached 40 unit site plan. After providing the city with a small amount of additional right-of-way to allow for 60' in Lightsey and Delcurto, the resulting site area is 4.61 acres
- Drainage controls are not city maintained and can be located throughout the project. Allowed types of control extend beyond ponds to include rain gardens, underground tanks, etc.
- SF-6 requires 25' compatibility setbacks for the north and east adjoining neighbors
- 40 dwelling units max (calculates to 8.7 per acre)
- Two-story height limitation
- 5 star AEGB with solar on all homes that have the appropriate line of sight to the sun
- All homes spaced at least 8' apart to meet fire separation requirements, our current design and intent is to space homes 10' apart but special circumstance may arise (like working around a tree) where 8' apart is better.
- Each home will have 2 parking spots within their home-site and access to an area in which a 3rd vehicle can park. This could be on their driveway or in a guest spot, somewhere on the property.

PSW's Goal

The following is an example of how a correctly designed SF-6 development can be superior to SF-3 in achieving some of our goals. These two projects were recently built by PSW and are directly across the street from one another:

Melridge Place	SF-3 Zoning
Style	Duplexes
Density	6 (10 per acre)
Occupants	10
Families	1
% Families	10%
Solar	0 of 6

Zilker Terrace	Changed to SF-6
Style	Detached Homes
Density	14 (9 per acre)
Occupants	14
Families	7
% Families	50%
Solar	13 of 14

Lightsey Development

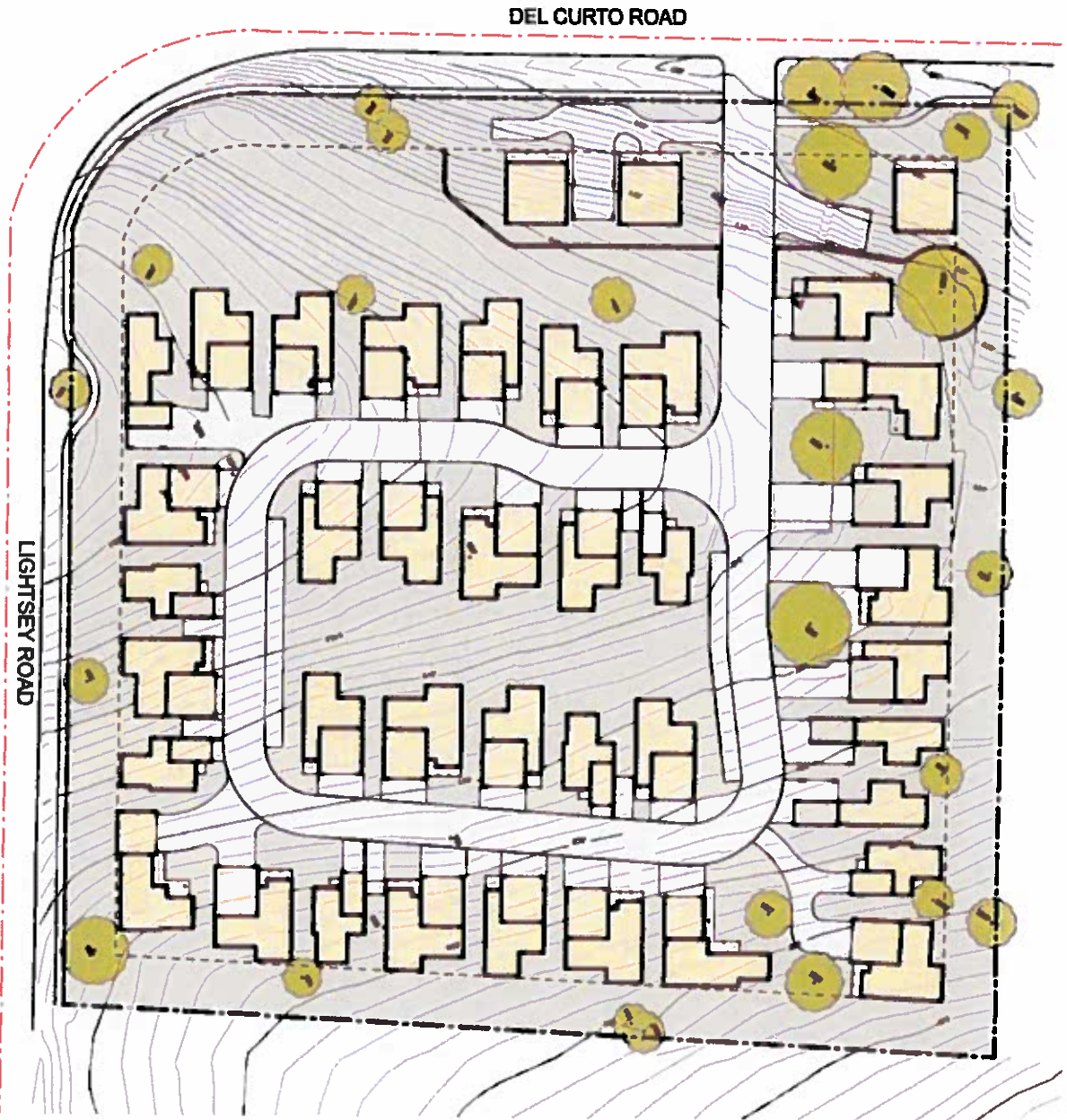
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At PSW we have a specific goal of providing homes that meet the needs of a broad range of buyers. This especially includes families that want to live in the urban areas. We feel that families help improve the quality of their surrounding communities through their involvement in the schools and local restaurants, retailers, etc.

PSW is concerned about growing "exclusiveness" of single family homes in many of our urban neighborhoods such as Travis Heights, Bouldin, Zilker, Barton Hills, South Lamar, Tarrytown, Clarksville, Allendale, etc. Exclusiveness is the result of the higher prices that come from a lack of denser single family developments. While this may provide a short term benefit for anyone currently living in a single family home in these neighborhoods, overtime it will continue to widen the home pricing gap resulting in fewer families that can afford a home in these neighborhoods.

A PSW home is not a cheap, inexpensively built home. It by no means will bring down the value in the neighborhood. It's full of features and quality finishes so that our residents feel like they received a good value. We make every effort to focus our budget on things that matter to our buyers. But a PSW home is definitely not a luxury McMansion that only a few can afford.

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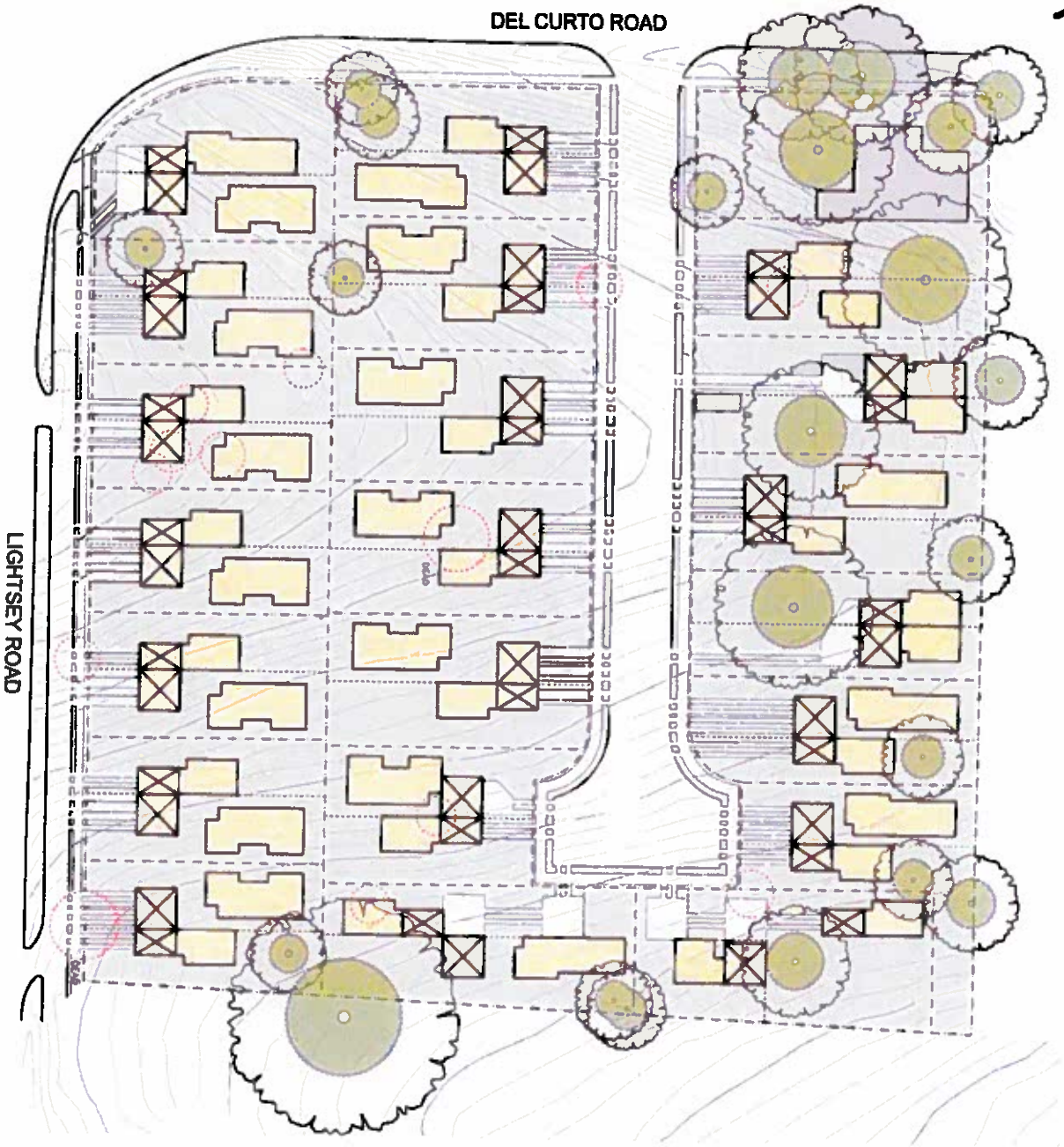


PSW REAL ESTATE
SUSTAINABLE URBAN DEVELOPMENT

1814 LIGHTSEY ROAD
SITEPLAN LAYOUT - JUNE 12, 2012
40 HOMES



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PSW REAL ESTATE
SUSTAINABLE URBAN DEVELOPMENT

TREE TABLE

24' +	11 EXISTING	2 DEAD	9 REMAIN
19'-23'	23 EXISTING	12 REMOVED	11 REMAIN
--- DEMO TREE IN RED			

1814 LIGHTSEY ROAD
SUBDIVISION BUILDABILITY EXHIBIT
JUNE 30, 2012

42 UNITS



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17 March, 2012

Ryan Diepenbrock
PSW Real Estate
2003 S. First St.
Austin TX 78704

SUBJECT: 1814 Lightsey Rd and the South Lamar Neighborhood Association's position regarding the request to up-zone from SF-3 to SF-6

Dear Ryan,

The South Lamar Neighborhood consists of a wide range of development densities, and this diversity of land use and density is a defining characteristic of the neighborhood. The goal of the South Lamar Neighborhood Association (SLNA) has consistently been to work with developers toward infill practices that place the highest densities at the periphery of the neighborhood on major arterial streets, and cap the development density of tracts within the neighborhood core to a level that is achievable under the current zoning of the tract in question, and which considers other factors such as the topography, ingress/egress safety, and the character of surrounding properties within the broader context of the neighborhood as a whole. Although, the SLNA recognizes the rights of land owners, including the right to develop properties within the City's regulations, the SLNA believes that the appropriate development density is not necessarily the maximum allowable density in all cases, and there are many instances where the total unit count is a more critical unit of measure than density..

It is under these tenets that the SLNA expresses the following facts and positions regarding the development of **1814 Lightsey Road**, and the developer's expressed desire to pursue up-zoning from SF-3 to SF-6:

- This tract is clearly deep within the core of the neighborhood.
- As a baseline, we have scrutinized the level of development achievable with no change in zoning. At the current zoning (SF-3) and considering the challenges of topography, drainage, extreme danger of vehicular ingress/egress near the intersection of Lightsey and Del Curto roads (which defines the south/west border of the property) infrastructure impact, and other constraints of the tract in question, the Association's calculations and past experiences indicate that the maximum number of units achievable once all City development codes and requirements beyond basic zoning are met is in the low to mid 30s.
- Given the characteristics of the site and the expressed desire of the developer to develop single-family residences at this site, the SLNA recognizes that there are benefits to the developer of crafting a site plan under SF-6 zoning guidelines. Apart from increased unit count and density, additional benefits include the elimination of multiple driveways, greater flexibility in lot size, and a greater flexibility in placement of storm water detention features.

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- SF-6 is defined by the city as a transitional zoning category between single-family and multi-family zoned tracts. Since there is no multi-family zoned tract adjacent to the site, SF-6 zoning is not inherently suited to the tract under city code. However, the SLNA has a precedent of working with developers of other tracts obtain SF-6 zoning in similar situations. This has been achieved through a negotiated agreement placing a Conditional Overlay (CO) on the subject property in addition to the SF-6 zoning in order to limit the density of development to a level less than or equal to that which is realistically achievable under the previous tract zoning, SF-3 in this case.

- In return for non-opposition to the SF-6 zoning, a zoning which would benefit the developer, the SLNA expresses a desire to negotiate with the developer in order to achieve a development that is beneficial to the developer as well as to neighbors, and which will maximize the quality of life of the new residents within the development. The intended result of a negotiation would be an overall increase in both density and raw home count within the South Lamar Neighborhood, while preserving the essential look-and-feel of the area.

- SLNA believes that 28 to 32 units is the appropriate number compatible with the constraints of this property. SLNA is willing to support the upper end of this range, with SF-6 zoning, contingent upon, and only in return for, specific community and neighborhood benefits to be codified in the CO. The neighborhood prefers a significantly lower total unit count and would non-oppose SF-6 at or below 28 units. However, SLNA is willing to consider non-opposition to the up-zoning at higher unit counts provided that there are significant compensating concessions to be codified in a Conditional Overlay applied to SF-6 zoning.

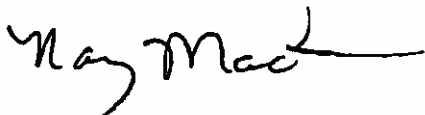
This statement was thoroughly reviewed by the members of the SLNA Zoning Committee and is submitted with the full support of these officers of the South Lamar Neighborhood Association:

President: Nancy MacLaine

Vice- President: Steve Lacker

Secretary: Hilary Dyer

Respectfully submitted,



Nancy MacLaine

9/11/12

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

Received 9-11-2012

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: C14-2012-0032
Contact: Heather Chaffin, 512-974-2122
Public Hearing: Sep 11, 2012, Planning Commission
Oct 11, 2012, City Council

HILARY A. DYER

Your Name (please print)

1705 LIGHTSEY RD.

Your address(es) affected by this application

Hilary A. Dyer

Signature

Daytime Telephone: 512-653-4332

Date

9/11/12

☐ I am in favor
☒ I object

Comments: THIS SITE IS INAPPROPRIATE FOR SF-6. THERE ARE ONLY MINOR RESIDENTIAL STREETS, WITH LIMITED DANGEROUS SITE DISTANCES. THERE ARE ONLY SF-3 LOTS ADJACENT, SO THIS SITE IS NOT A TRANSITION TO MULTIFAMILY. THERE IS NO BASIS FOR AN UPRZONE. IN ADDITION, THE LACK OF INFRASTRUCTURE AND THE HILLY TOPOGRAPHY MAKE FLOODING A HUGE CONCERN. THE DENSITY PROPOSED IS TOO GREAT FOR THIS LOCATION.

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

City of Austin
Planning & Development Review Department
Heather Chaffin
P. O. Box 1088
Austin, TX 78767-8810