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ZONING CHANGE REVIEW SHEET

CASE: C14-2013-0086 – RKS Springfield Zoning **Z.A.P. DATE:** October 15, 2013

ADDRESS: 6605 and 6801 East William Cannon Drive, and 7300 McKinney Falls Parkway

OWNER: RKS Texas Investments, L.P.
(Rick Sheldon)

AGENT: Coats Rose
(John M. Joseph)

ZONING FROM: SF-2; SF-4A; MF-2; MF-3;
LR; GR-MU-CO **TO:** SF-4A (Tract 1 – 89.725 acres);
GR-MU-CO (Tracts 2 & 3 – 15.845 acres)

TOTAL AREA: 105.57 acres

SUMMARY STAFF RECOMMENDATION:

The Staff's recommendation is to grant single family residence – small lot (SF-4A) district zoning for Tract 1, community commercial – mixed use – conditional overlay (GR-MU-CO) combining district zoning for Tract 2, and neighborhood commercial – conditional overlay (LR-MU-CO) combining district zoning for Tract 3. On Tract 2, the Conditional Overlay prohibits automotive repair services, automotive washing, drop-off recycling collection facility and exterminating services. On Tract 3, the Conditional Overlay prohibits service station use.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated October 3, 2013, as provided in Attachment A.

ZONING & PLATTING COMMISSION RECOMMENDATION:

October 15, 2013:

ISSUES:

None at this time.

DEPARTMENT COMMENTS:

The subject property is an undeveloped tract located at the southwest corner of East William Cannon Drive and McKinney Falls Parkway, and has a mixture of single family, multi-family residence and commercial zonings. With the exception of the Hillcrest Elementary School on the north side of William Cannon Drive, the surrounding area is undeveloped. Single family residential neighborhoods within the Springfield subdivision and the Marble Creek greenbelt are located to the west (SF-2; I-SF-2). Please refer to Exhibits A (Zoning Map) and A-1 (Aerial View).

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The Applicant has submitted a rezoning request within the eastern portion of the Springfield development in order to reconfigure the zoning boundaries of the GR-MU-CO areas and also to rezone multi-family residential acreage and single family residence – standard lot (SF-2) areas to the single family residence – small lot (SF-4A) district. The Traffic Impact Analysis that accompanies the rezoning applications projects a maximum of 380 small-lot single family residences and a total of 313,079 square feet of shopping center uses.

Staff supports the Applicant’s request for SF-4A for Tract 1 and GR-MU-CO for Tract 2 as it remains consistent with the intended uses in the Springfield development, and commercial zoning will facilitate the provision of goods and services to the surrounding residential neighborhoods. For Tract 2, the Staff recommends continuing the approved Conditional Overlay prohibiting automotive repair, automotive washing, drop-off recycling collection facility and exterminating services, consistent with Del Valle ISD policy for rezoning requests adjacent to elementary schools. For Tract 3, Staff recommends more restrictive LR-MU-CO zoning with the CO prohibiting service station use, given its location at the entrance of a single family residential neighborhood planned for Tract 1. A service station use is more appropriately situated on the existing (and proposed), undeveloped GR-MU-CO tracts located at the major intersection of William Cannon and McKinney Falls.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	SF-2; SF-4A; MF-2; MF-3; LR; GR-MU-CO	Undeveloped
<i>North</i>	SF-2; MF-3; LO; GR-MU-CO	Hillcrest Elementary School; Undeveloped
<i>South</i>	RR; SF-4A-CO; LR; GR	Undeveloped
<i>East</i>	I-RR	Undeveloped
<i>West</i>	SF-2	Marble Creek; Undeveloped

AREA STUDY: N / A

TIA: Is required – Please refer to Attachment A

WATERSHEDS: Marble / Cottonmouth Creeks

DESIRED DEVELOPMENT ZONE: Yes

NEIGHBORHOOD ORGANIZATIONS:

- 96 – Southeast Corner Alliance of Neighborhoods (SCAN)
- 472 – Springfield Meadows Neighborhood Association
- 511 – Austin Neighborhoods Council
- 627 – Onion Creek Homeowners Association
- 742 – Austin Independent School District
- 774 – Del Valle Independent School District
- 1037 – Homeless Neighborhood Association
- 1075 – Bike Austin
- 1200 – Super Duper Neighborhood Objectors and Appealers Organization
- 1224 – Austin Monorail Project
- 1228 – Sierra Club, Austin Regional Group
- 1236 – The Real Estate Council of Austin, Inc.
- 1258 – Del Valle Community Coalition
- 1363 – SEL Texas
- 1340 – Austin Heritage Tree Foundation

1408 – Go! Austin/Vamos!Austin – Dove Springs

CAPITOL VIEW CORRIDOR: No**SCENIC ROADWAY:** Yes,
McKinney Falls Parkway**SCHOOLS:**

This property is served by the Del Valle Independent School District.
 Hillcrest Elementary School Del Valle Junior High School Del Valle High School

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C814-2012-0152 – Pilot Knob MUD – East and SE from the intersection of William Cannon Dr and McKinney Falls Pkwy	I-RR; I-SF-4A to PUD	Pending	Pending
C14-06-0215B – Springfield 14 – W side of Jane's Ranch Rd	LO to MF-3	To Grant MF-3 w/ Restrictive Covenant for the TIA	Apvd. MF-3 w/RC as Commission rec. (1-31-2008).
C14-06-0215C – Springfield 12 – NE corner of E William Cannon Dr and McKinney Falls Pkwy	MF-2; GR; W/CO to GR-MU	To Grant GR-MU-CO w/CO for prohibited uses of auto repair, auto washing, drop-off recycling, exterminating services, & pawn shops, Restrictive Covenant for the TIA	Apvd. GR-MU-CO w/RC as Commission rec. (1-31-2008).
C14-02-0063.SH – Colton Bluff – Colton Bluff Springs Rd at McKinney Falls Pkwy	I-RR to SF-4A for Tract 1; GR for Tract 2; LR for Tract 3, MF-3 for Tract 4	To Grant SF-4A-CO for Tract 1 w/CO for 550 units; MF-3-CO for Tract 2 w/CO for 250 units; GR-CO for Tract 3; LR-CO for Tract 4; RR-CO for Tract 5; P for Tract 6, all Tracts subject to the conditions of the TIA	Apvd. as Commission rec. with a Restrictive Covenant for the conditions of the TIA and IPM/ Grow Green (10-02-2003).

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RELATED CASES:

The subject rezoning comprises two of four cases proposed for multi-family and commercial zoning located west of the intersection of William Cannon Drive and McKinney Falls Parkway (C14-06-0215A and C14-06-0215D). The original zoning case for the Springfield development included single family residential, multifamily, commercial, and warehouse / limited office zonings on 21 tracts and was approved on July 30, 1987 (C14-86-301RC). The Restrictive Covenant attached to the 1986 zoning case limited residential density for the MF tracts and floor-to-area ratio (FAR) for the commercial tracts. Hence, the property owner may elect to file an amendment to revise those conditions in the future.

There are no pending subdivision or site plan applications on the subject property.

ABUTTING STREETS:

NAME	ROW	PAVEMENT	CLASSIFICATION	BICYCLE PLAN	SIDEWALKS
East William Cannon Drive	120 feet	Approximately 50 feet	Six-lane divided Major Arterial	Yes	Yes, along the north side; No along the south side
McKinney Falls Parkway	70 feet	Approximately 55 feet	Four-lane Major Arterial between Onion Creek to William Cannon; Two-lane undivided roadway south of William Cannon	Yes	No
Jane's Ranch Drive	70 feet	Approximately 45 feet	Collector	No	Yes

CITY COUNCIL DATE: October 24, 2013

ACTION:

ORDINANCE READINGS: 1st

2nd

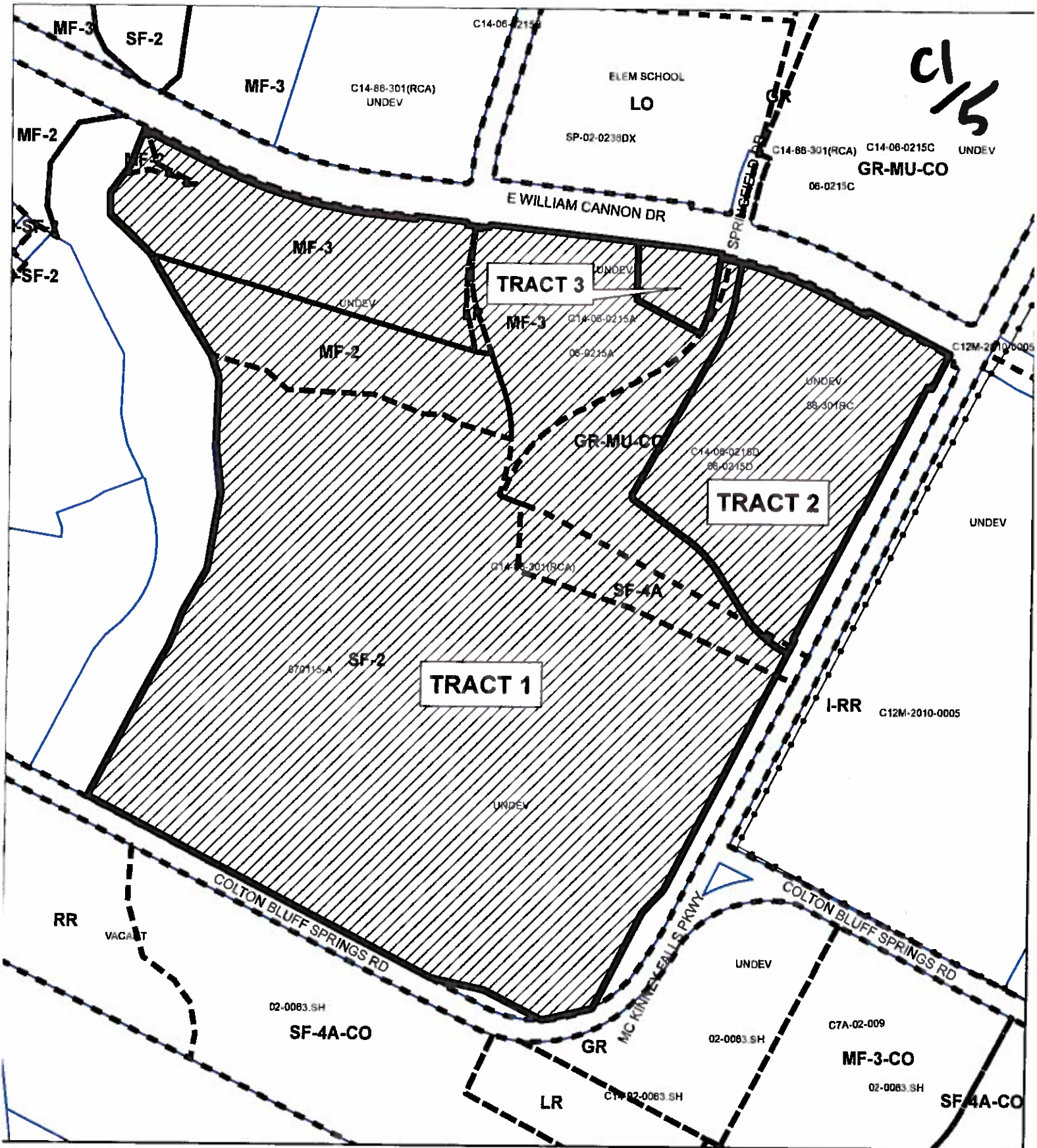
3rd




ORDINANCE NUMBER:

CASE MANAGER: Wendy Rhoades
e-mail: wendy.rhoades@austintexas.gov

PHONE: 974-7719

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-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

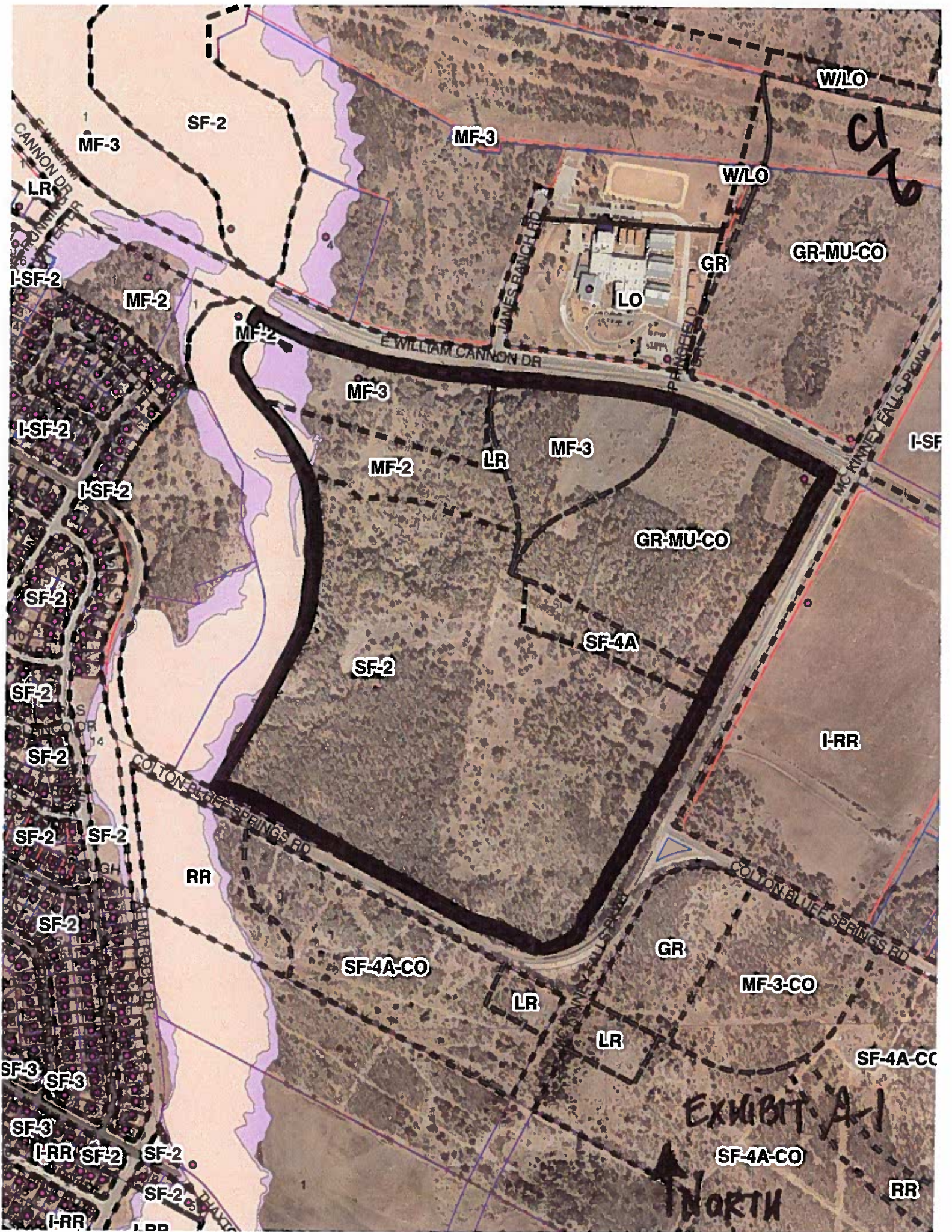
ZONING *Exhibit A*
CASE#: C14-2013-0086

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.



1" = 400'



W/LO

a

GR-MU-CO

W/LO

GR

LO

E WILLIAM CANNON DR

MC KINNEY FALLS PKWY

I-SF

GR-MU-CO

I-RR

COLTON BLUFF SPRINGS RD

COLTON BLUFF SPRINGS RD

GR

SF-4A-CO

MF-3-CO

LR

LR

SF-4A-CO

EXHIBIT A-1

SF-4A-CO

NORTH

RR

SF-2

MF-3

MF-3

LR

MF-2

MF-2

MF-3

MF-3

LR

MF-2

I-SF-2

I-SF-2

I-SF-2

SF-2

SF-2

SF-2

SF-2

SF-2

RR

SF-2

SF-3

SF-3

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I-RR

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SF-2

SF-2

SF-2

I-RR



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Date: October 3, 2013
To: Wendy Rhoades, Case Manager
CC: Brian Van De Walle, P.E. Kimley-Horn and Associates, Inc
Reference: TIA Final Memo RKS Springfield Zoning (C14-2013-0086)

The RKS Springfield development is located on 105.57 acres at the southwest corner of McKinney Falls Parkway and E William Cannon Drive. The site is currently zoned SF-2, SF-4A, MF-2, MF-3, and GR-MU-CO. The applicant is requesting to rezone 89.725 acres to be SF-4A with the remaining 15.845 to be GR-MU-CO. The proposed mixed-use development will include retail developments and single-family housing. Proposed access to the site will be from the existing signalized intersection at McKinney Falls Parkway and E William Cannon Drive, and driveways along McKinney Falls Parkway, E William Cannon Drive, and Colton-Bluff Springs. The proposed development is anticipated to be completed by 2015.

The Transportation Review Section has reviewed the Traffic Impact Analysis for the RKS Springfield Zoning case dated July 2013 and revised in September 2013, prepared by Brian Van De Walle, P.E. of Kimley-Horn and Associates and offer following comments:

TRIP GENERATION

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 9,580 unadjusted average daily trips (ADT) and 8,392 adjusted ADT upon build out. The table below shows the unadjusted and adjusted trip generation by land uses for the proposed development.

SUMMARY OF ADJUSTED DAILY AND PEAK HOUR TRIPS							
Tract	Proposed Land Use	Size (SF/DU)	24-Hour Volume	AM Hour		Peak PM Hour	
				Enter	Exit	Enter	Exit
Tract 1	Single-Family Housing	380	3,638	71	214	242	142
Tract 2	Retail	24,503	475	7	4	20	20
Tract 3	Retail	288,576	5,467	77	50	233	243
	Total Unadjusted Trips		9,580	155	268	495	405
	<i>Internal Capture</i>		<i>(1,180)</i>	<i>(14)</i>	<i>(14)</i>	<i>(55)</i>	<i>(55)</i>
	<i>Pass-by Reduction</i>		<i>(0)</i>	<i>(0)</i>	<i>(0)</i>	<i>(78)</i>	<i>(78)</i>
	Net Trips		8,400	141	254	362	272

ATTACHMENT A

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ASSUMPTIONS

1. The traffic growth rate for the area was determined by using historical average daily traffic (ADT) counts obtained from the City of Austin and TxDOT. Based on the available information, a 3 percent annual growth rate was applied to the study area roadways.
2. Trip distribution and assignment patterns were assumed for the proposed development using the existing traffic distribution pattern.
3. The Residential-Retail internal capture rate used was 13 percent for the AM peak-hour condition and 7 percent for the PM peak-hour condition.
4. The pass-by trip reductions were applied after the internally captured trips were reduced from the total trips. A 20 percent pass-by reduction for retail only was used.

EXISTING AND PLANNED ROADWAYS

McKinney Falls Parkway: McKinney Falls Parkway is an existing four-lane divided arterial roadway (MAD-4) that provides north/southbound movements east of the site. There are no planned improvements for McKinney Falls Parkway. The roadway serves route no. 69 of the 2009 Bicycle Plan Update with an existing Shared Lane and recommended Bike Lane.

E William Cannon Drive: E William Cannon Drive exists as a two-lane undivided arterial (MAU 2) before expanding to a four-lane undivided divided arterial west of the site. The roadway currently provides west/eastbound movement along the northern boundary of the site and currently terminates at the intersection of McKinney Falls Parkway. The existing segment of E William Cannon Drive is slated to be improved to a six-lane divided arterial (MAD 6) in the 2025 Austin Metropolitan Area Transportation Plan (AMATP). The AMATP also identifies that E William Cannon Drive will be extended from its current terminus at McKinney Falls Parkway to FM 812 as a MAD 6. The roadway serves no. 80 of the 2009 Bicycle Plan Update with an existing Wide Shoulder and recommended Bike Lane.

W Colton-Bluff Springs Road: W Colton-Bluff Springs Road is an existing two-lane undivided collector that provides east/westbound movements along the southern boundary of the site. There are no planned improvements for W Colton-Bluff Springs Road. The roadway currently terminates at McKinney Falls Parkway. The roadway serves route no. 82 of the 2009 Bicycle Plan Update with an existing Shared Lane and recommended Bike Lane.

E Colton-Bluff Springs Road: E Colton-Bluff Springs Road is an existing two-lane undivided collector that provides east/westbound movements east of the site. There are no planned improvements for E Colton-Bluff Springs Road. The roadway currently terminates at McKinney Falls Parkway. The roadway serves route no. 82 of the 2009 Bicycle Plan Update with an existing Shared Lane and recommended Bike Lane.

Running Water Drive: Running Water Drive is an existing two-lane collector that provides north/southbound movements roughly 0.2 miles west of the site. The roadway extends from E William Cannon Drive to Thaxton Road. A Neighborhood Traffic Analysis (NTA) was completed for the roadway and the findings are included in the Neighborhood Traffic Analysis section below.

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Springfield Drive: Springfield Drive is a planned two-lane undivided collector extension that will provide north/southbound movements within the site connecting E William Cannon Drive to W Colton-Bluff Springs Road.

Janes Ranch Road: Janes Ranch Road is a planned two-lane undivided collector extension that will provide north/southbound movements south of E William Cannon drive before turning eastbound and connecting to the existing E Colton-Bluffs Springs Road terminus.

Tinna Park Way: Tinna Park Way is a planned two-lane collector that will provide east/westbound movements and is located north of the existing McKinney Falls Parkway and E Colton-Bluffs Springs Road. The planned roadway will connect the planned Springfield Drive extension to McKinney Falls Parkway.

NEIGHBORHOOD TRAFFIC ANALYSIS

A neighborhood traffic analysis (NTA) is required when a development has access to a local or Collector Street serving predominantly single-family residential uses and exceeds the threshold of 300 trips per day. For this project, NTA was required for Running Water Drive. Running Water Drive is a 41 foot wide residential collector from William Cannon Drive to Thaxton Road with existing sidewalks on both side of the roadway. There are currently three speed humps installed along the segment of the roadway. The Austin Collector road inventory shows that Running Water carries 4, 517 vehicles per day. The proposed site does not have direct access to Running Water Drive and it is not anticipated that site traffic will utilize Running Water Drive.

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed the seven (7) existing intersections, two (2) new roadway intersections within the site, and six (6) proposed driveways along the existing arterials. The results are summarized in the table below:

INTERSECTION LEVEL OF SERVICE						
Intersection	2013 Existing		2015 Forecasted (no build)		2015 Site+ Forecasted	
	AM	PM	AM	PM	AM	PM
McKinney Falls/William Cannon	B	C	C	F	D	F
Springfield/William Cannon	C	C	F	F	F	F
Janes Ranch/William Cannon	C	C	F	F	F	F
McKinney Falls/Thaxton	C	B	C	C	C	C
McKinney Falls/W Colton-Bluffs Springs	B	B	B	B	B	C
McKinney Falls/E	C	B	C	B	D	D

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Colton-Bluff Springs						
William Cannon/Running Water	C	C	C	E	C	E
McKinney Falls/Tinna Park					C	D
Springfield/W Colton-Bluff Springs					A	A
Driveway 1 (SB)/William Cannon					B	C
Driveway 2 (SB)/William Cannon					B	C
Driveway 3 (SB)/William Cannon					B	C
Driveway 4 (EB)/McKinney Falls					A	B
Driveway 5 (EB)/McKinney Falls					C	D
Driveway 6 (EB)/McKinney Falls					A	B

RECOMMENDATIONS

1. Prior to final reading of zoning, the applicant will post pro rata share for the establishment of traffic data collection box to be used by the Austin Transportation Department to determine needed system improvements in the area. The required site fiscal will be as follows:

- Site share on restriping eastbound leg (McKinney Falls/William Cannon) = \$2,000 (100%)
- Site share on restriping southbound (Springfield/McKinney Falls) = \$2,000 (100%)
- Site share on modifying southbound McKinney Falls Pkwy median = \$8,000 (100%)
- Site share on signal installation (Springfield/William Cannon) = \$23,700 (14.1%)
- Site share on signal installation (Janes Ranch/William Cannon) = \$20, 600 (12.2%)


Total Pro Rata Share Contribution = \$56,300 (16.6% of total \$340,000)

2. Prior to approval and release of any site plans, the applicant will coordinate with both the Public Works Department and Austin Transportation Department to provide improvements to enhance multi-modal mobility for roadways within and abutting the site. Improvements may include, but not be limited to, widening of pavement, sidewalk and curb ramps, and bicycle lane facilities.

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3. Prior to approval and release of any site plans, the applicant will coordinate with both the Public Works Department and Austin Transportation Department to analyze Running Water Drive to determine if additional improvements or traffic calming measures are required.
4. Prior to approval and release of any site plans, the applicant will coordinate with Capital Metro to improve public transit access service at bus stops within ½ miles of the site.
5. City of Austin Transportation Department Signals Division has approved the recommendations of the TIA.
6. Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me at 974-6420.


Caleb Gutshall
Senior Planner
Transportation Review Section/Land Use Review Division
Planning and Development Review Department

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/12**SUMMARY STAFF RECOMMENDATION:**

The Staff's recommendation is to grant single family residence – small lot (SF-4A) district zoning for Tract 1, community commercial – mixed use – conditional overlay (GR-MU-CO) combining district zoning for Tract 2, and neighborhood commercial – conditional overlay (LR-MU-CO) combining district zoning for Tract 3. On Tract 2, the Conditional Overlay prohibits automotive repair services, automotive washing, drop-off recycling collection facility and exterminating services. On Tract 3, the Conditional Overlay prohibits service station use.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated October 3, 2013, as provided in Attachment A.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

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

Tract 1: The single family residence small lot (SF-4A) district is intended as an area for moderate density single-family residential use, with a minimum lot size of 3,600 square feet. In appropriate locations, small lot single-family use is permitted under standards that maintain single-family neighborhood characteristics.

Applicant's Request for Tracts 2 and 3: The proposed community commercial (GR) district is intended for office and commercial uses serving neighborhood and community needs, including both unified shopping centers and individually developed commercial sites, and typically requiring locations accessible from major trafficways. The MU, Mixed-Use district is intended to allow for office, retail, commercial and residential uses to be combined in a single development. The property has access to East William Cannon Drive and McKinney Falls Parkway, both of which function as major arterial roadways.

Staff Recommendation for Tract 3: The neighborhood commercial (LR) district is intended for shopping facilities that provide limited business services and offices to the residents of the neighborhood, such as consumer repair services, food sales, service stations, and pet services. The purpose statement listed in the City of Austin *Land Development Code* states: "The Neighborhood Commercial district is the designation for a commercial use that provides business service and office facilities for the residents of a neighborhood. Site development regulations and performance standards applicable to a LR district use are designed to ensure that the use is compatible and complementary in scale and appearance with the residential environment."

2. *Zoning changes should promote an orderly and compatible relationship among land uses.*

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Staff supports the Applicant's request for SF-4A for Tract 1 and GR-MU-CO for Tract 2 as it remains consistent with the intended uses in the Springfield development, and commercial zoning will facilitate the provision of goods and services to the surrounding residential neighborhoods. For Tract 2, the Staff recommends continuing the approved Conditional Overlay prohibiting automotive repair, automotive washing, drop-off recycling collection facility and exterminating services, consistent with Del Valle ISD policy for rezoning requests adjacent to elementary schools. For Tract 3, Staff recommends more restrictive LR-MU-CO zoning with the CO prohibiting service station use, given its location at the entrance of a single family residential neighborhood planned for Tract 1. A service station use is more appropriately situated on the existing (and proposed), undeveloped GR-MU-CO tracts located at the major intersection of William Cannon and McKinney Falls.

EXISTING CONDITIONS

Site Characteristics

The subject property is undeveloped and there appear to be no significant topographical constraints on the site.

Impervious Cover

The maximum impervious cover allowed by the SF-4A district would be 55%, and the GR district would be 80%, based on the more restrictive watershed regulations. For Tract 3, Staff recommends the LR base district, and the maximum impervious cover allowed would be 80%, which is a consistent figure between the zoning and watershed regulations.

Comprehensive Planning

The subject property is approximately 105.57 acres in size and is located on the south side of William Cannon Drive directly west of McKinney Falls Parkway. It is not within the boundaries of a neighborhood planning area. Surrounding land uses include a single family subdivision to the west, vacant land to the south and east, and an elementary school surrounded by vacant land to the north. The applicant is proposing to rezone the site from SF-2, MF-2, MF-3, SF-4A, LR, GR-MU-CO to SF-4A and GR-MU-CO.

The *Imagine Austin Growth Concept Map*, found in the *Imagine Austin Comprehensive Plan* (IACP), identifies the subject property as being located along an **Activity Corridor** (East William Cannon Drive). Activity corridors identify locations for additional people and jobs above what currently exists on the ground. They are characterized by a variety of activities and types of buildings located along the roadway, and are intended to allow people to reside, work, shop, access services, people watch, recreate, and hang out without traveling far distances.

The following policies are taken from Chapter 4 of the IACP, which specifically discusses promoting a variety of land uses, including a variety of housing types, and growing a compact and connected city:

- **LUT P1.** Align land use and transportation planning and decision-making to achieve a compact and connected city in line with the growth concept map.
- **LUT P3.** Promote development in compact centers, communities, or along corridors that are connected by roads and transit, are designed to encourage walking and bicycling, and reduce healthcare, housing and transportation costs.
- **LUT P10.** Direct housing and employment growth to activity centers and corridors, preserving and integrating existing affordable housing where possible.
- **HN P1.** Distribute a variety of housing types throughout the City to expand the choices able to meet the financial and lifestyle needs of Austin's diverse population.
- **HN P11.** Protect neighborhood character by directing growth to areas of change and ensuring context sensitive infill in such locations as designated redevelopment areas, corridors, and infill sites.
- **HN P10.** Create complete neighborhoods across Austin that have a mix of housing types and land uses, affordable housing and transportation options, and access to schools, retail, employment, community services, and parks and recreation options.

Zoning the majority of the subject property as SF-4A (small lot single-family) directs housing growth to an activity corridor and creates the potential for affordable housing options in line with the *Imagine Austin* policies listed above. In addition, retaining the GR-MU-CO (mixed-use, community-commercial) zoning on a portion of the site allows for the possibility of nearby commercial development. Currently this neighborhood and portion of William Cannon Drive is almost exclusively residential, with the nearest commercial development over a mile away. According to *Imagine Austin*, a complete neighborhood and an activity corridor should have a mix of land uses. Zoning a portion of the site as GR-MU-CO creates the opportunity for future access to goods and services in line with *Imagine Austin*. However, while GR-MU-CO allows for commercial development, it can also be developed exclusively as housing. Whether a complete neighborhood and mixed-use corridor arise in this area will depend on what land uses are developed on this site and nearby undeveloped land zoned GR-MU-CO. This recommendation however is based solely on zoning designations without knowledge of future land uses or site plans.

Based upon *Imagine Austin* policies referenced above that support growth along Activity Corridors and a variety of housing types throughout Austin, staff believes that the proposed SF-4A and GR-MU-CO zoning is supported by the IACP.

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15**Environmental**

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Desired Development Zone. The site is in the Marble Creek and Cottonmouth Creek Watersheds of the Colorado River Basin, which are both 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 (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

According to floodplain maps, there is a floodplain within the project boundary. Based upon the close proximity of floodplain, offsite drainage should be calculated to determine the exact location of the boundaries. No development is permitted in the Critical Water Quality Zone, while impervious cover is limited to 30% in the Water Quality Transition Zone.

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

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.

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

A traffic impact analysis is required and has been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA [LDC, Sec. 25-6-142]. Comments are provided in Attachment A.

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14**Water and Wastewater**

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, utility relocations and or abandonments required by the land use. The water and wastewater utility plan must be reviewed and approved by the Austin Water Utility for compliance with City criteria. Depending on the development plans submitted, water and or wastewater service extension requests may be required. 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.

Site Plan and Compatibility Standards

Site plans will be required for any new development other than single-family or duplex residential.

Compliance with Subchapter E (Commercial Design Standards), as applicable, will be required at site plan.

FYI – McKinney Falls Parkway is designated as a Scenic Roadway.

Any development which occurs in an SF-6 or less restrictive zoning district which is located 540-feet or less from property in an SF-5 or more restrictive zoning district will be subject to compatibility development regulations. The site is subject to compatibility standards. Along the south and a portion of 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.