

CU

ZONING CHANGE REVIEW SHEET

CASE: C14-2013-0070
Old Manor Road Development
(37.74 Acres)

Z.A.P. DATE: October 15, 2013
November 5, 2013

ADDRESS: 7805 1/2 Old Manor Road

AREA: 37.74 acres

OWNER: Kanton Labaj

AGENT: Hector Avila

FROM: I-RR

TO: SF-3

SUMMARY STAFF RECOMMENDATION:

Staff recommends Single family residence-conditional overlay (SF-2-CO) combining district zoning. The conditional overlay would make the property would also be subject to the terms of the attached traffic impact analysis (TIA) memorandum. The Applicant supports the Staff recommendation.

TIA: See attached TIA Memorandum

WATERSHED: Walnut Creek

DESIRED DEVELOPMENT ZONE: Yes

Z.A.P. COMMISSION RECOMMENDATION:

October 15, 2013: *GRANTED POSTPONEMENT TO NOVEMBER 5, 2013, AS REQUESTED BY STAFF, ON CONSENT, (7-0) [G. ROJAS- 1ST, P. SEEGER- 2ND]*

November 5, 2013

ISSUES:

Area neighbors and property owners have expressed concern about additional duplex residential development in this vicinity. When informed that the Applicant agreed to a zoning category that does not allow duplex development, neighbors and property owners were satisfied and supportive of the rezoning request (SF-2).

DEPARTMENT COMMENTS:

The subject property is located on the south side of Old Manor Road east of the future intersection with Crainway Drive. Crainway Drive is currently unconstructed at Old Manor Road. Another unconstructed roadway, Lazy Court Drive, also forms part of the western property boundary. The property is currently undeveloped. The L-shaped property is northwest of AISD-owned Noak Sports Complex, which is located on the constructed, southern portion of Crainway Drive. The Sports Complex is zoned I-RR. South of the subject property is a residential neighborhood that is predominately developed with duplexes and some single family homes. Zoning in the area includes I-SF-2, SF-2, I-SF-4A, and SF-3. East of the subject property is City-owned property that is part of the Walnut Creek Greenbelt, zoned P. North of the subject property, across Old Manor Road, is a large tract zoned I-RR,

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as well as smaller properties zoned LI-CO, I-SF-2, and CS-1-CO. One property is undeveloped, but the others are generally developed with limited industrial land uses, including construction sales and services, a Life Flight facility, and a small industrial park. Please refer to Exhibits A and B (Zoning Map and Aerial Map).

The proposed rezoning and redevelopment will necessitate re-timing of traffic signals in the area. The attached TIA memorandum will require the property owner to pay for the adjustment. Please see Exhibit C (TIA Memorandum).

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	I-RR	Undeveloped
<i>North</i>	I-RR, LI-CO, I-SF-2, CS-1-CO	Undeveloped, Construction sales and services, Star Flight facility, Industrial park
<i>South</i>	I-SF-2, SF-2, I-SF-4A, SF-3	Duplex residential, Single family residential
<i>East</i>	P	Walnut Creek Greenbelt
<i>West</i>	I-RR	Undeveloped, Noak Sports Complex

NEIGHBORHOOD ORGANIZATIONS:

Del Valle Community Coalition
Bluebonnet Hills Association
LBJ Neighborhood Association
Austin Independent School District

CITY COUNCIL DATE: December 12, 2013

ACTION:

ORDINANCE READINGS: 1st 2nd 3rd

ORDINANCE NUMBER:

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

PHONE: 974-2122

STAFF RECOMMENDATION:

Staff recommends SF-2-CO to allow development of single family residences on the subject property. Analysis of the area shows an excess supply of duplex residential development, as well as strong community opposition to duplex development, which would be permitted in SF-3 zoning. Development of the property will also be required to share the cost of re-timing traffic signals.

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

SF-2-CO will allow development of single family residences on the subject property

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

The subject property is located adjacent to a large single family neighborhood, AISD Sports Complex and Walnut Creek Greenbelt. The residential character and low intensity of SF-2 development is compatible with all adjacent land uses.

COMPREHENSIVE PLAN

The zoning case is located on the south side of Old Manor Road, approximately 800 ft. east of Springdale Road, which is a heavily traveled corridor. The property is 37.4 acres in size, and is heavily wooded and vacant. The zoning case is not located with the boundaries of a neighborhood planning area. Surrounding land uses includes a heliport and cement factory to the north, the Noak Sports Complex and vacant land to the south, and vacant land to the east and west. The proposed use is a single family subdivision.

The overall goal of the Imagine Austin Comprehensive Plan (IACP) is to achieve 'complete communities' across Austin, where housing, services, retail, jobs, entertainment, health care, schools, parks, and other daily needs are within a convenient walk or bicycle ride of one another. On page 107, found in Chapter 4 of the IACP it states, "*While most new development will be absorbed by centers and corridors, development will happen in other areas within the city limits to serve neighborhood needs and create complete communities. Infill development can occur as redevelopment of obsolete office, retail, or residential sites or as new development on vacant land within largely developed areas. New commercial, office, larger apartments, and institutional uses such as schools and churches, may also be located in areas outside of centers and corridors. The design of new development should be sensitive to and complement its context. It should also be connected by sidewalks, bicycle lanes, and transit to the surrounding area and the rest of the city.*"

Imagine Austin is supportive of developing a variety of land uses to promote 'complete communities', including a variety of housing types, which is demonstrated in the following IACP policies:

- **LUT P5.** Create healthy and family-friendly communities through development that includes a mix of land uses and housing types and affords realistic opportunities for transit, bicycle, and pedestrian travel and provides both community gathering spaces, parks and safe outdoor play areas for children.

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- **LUT P10.** Direct housing and employment growth to activity centers and corridors, preserving and integrating existing affordable housing where possible.
- **H 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.
- **H P5.** Promote a diversity of land uses throughout Austin to allow a variety of housing types including rental and ownership opportunities for singles, families with and without children, seniors, persons with disabilities, and multi-generational families.
- **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.

The subject property does not have a variety of land uses around it to provide a variety land uses and services within walking distance to make a ‘complete community’ in this area, besides the Noak Sports Complex to the south, which would provide recreational opportunities to nearby residents. However, the property is located adjacent to an Activity Corridor, where a variety of retail and other commercial services are available to support some of the needs of this subdivision. Additionally, the IACP policies referenced above supports a mix of housing types being located throughout the Austin. Based on the IACP housing policies above, the nearby Activity Corridor on Springdale Road, and the existing Noak Sports Center, staff believes the proposed residential use is partially supported by the IACP.

SITE PLAN

SP 1. No Site Plan Review comments at this time.

TRANSPORTATION

TR1. A traffic impact analysis (TIA) is required and has been received. The TIA is currently under review. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on the review of the TIA. [LDC, Sec. 25-6-142]. Comments will be provided in a separate memo.

ENVIRONMENTAL

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Desired Development Zone. The site is in the Walnut Creek Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code. Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

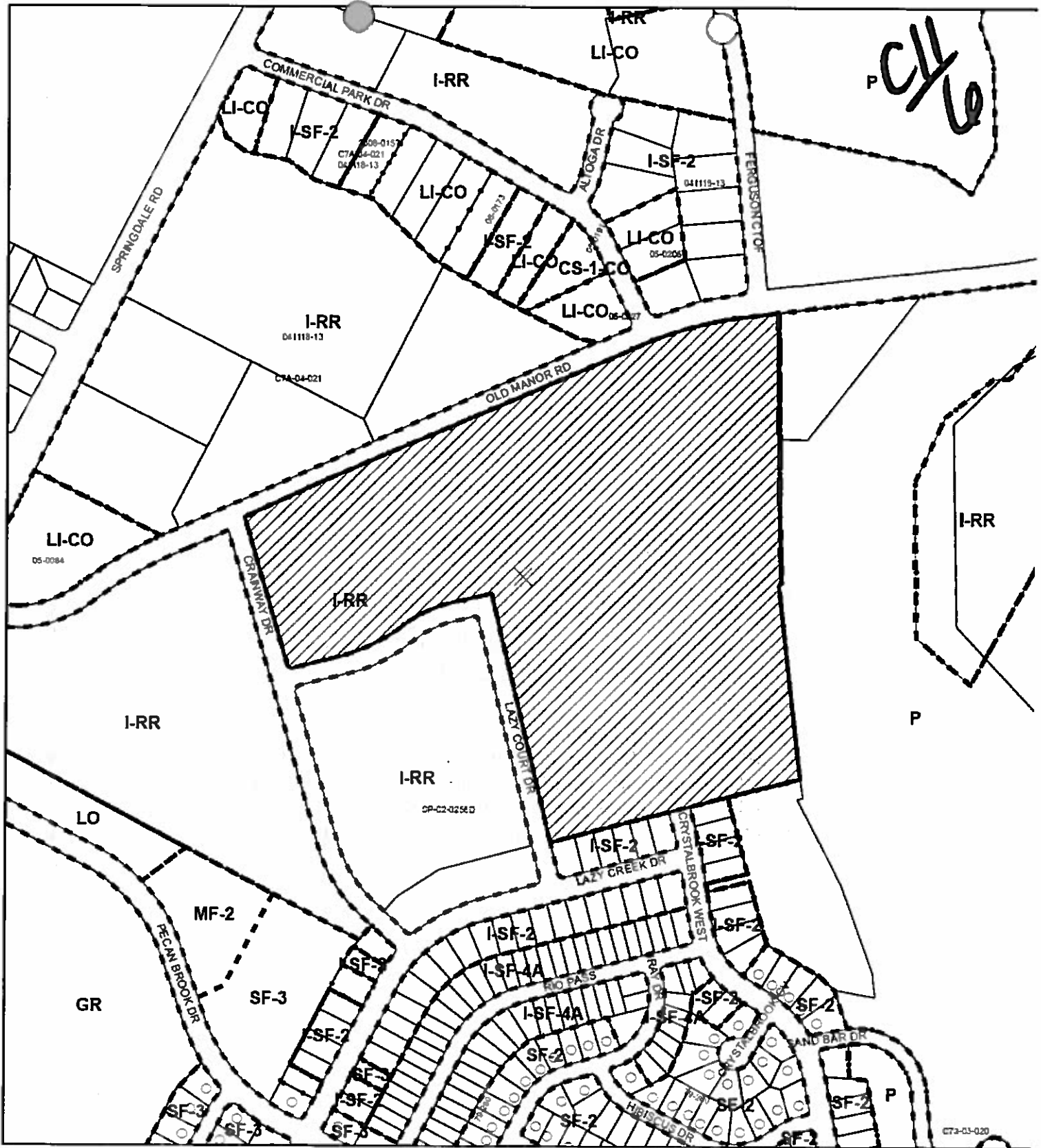
<i>Development Classification</i>	<i>% of Net Site Area</i>	<i>% with Transfers</i>
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

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2. 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.
3. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.
4. 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.
5. 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.
6. At this time, no information has been provided as to whether this property has any pre-existing approvals that preempt current water quality or Code requirements.

WATER UTILITY

WW1. 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.






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C73-03-020



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

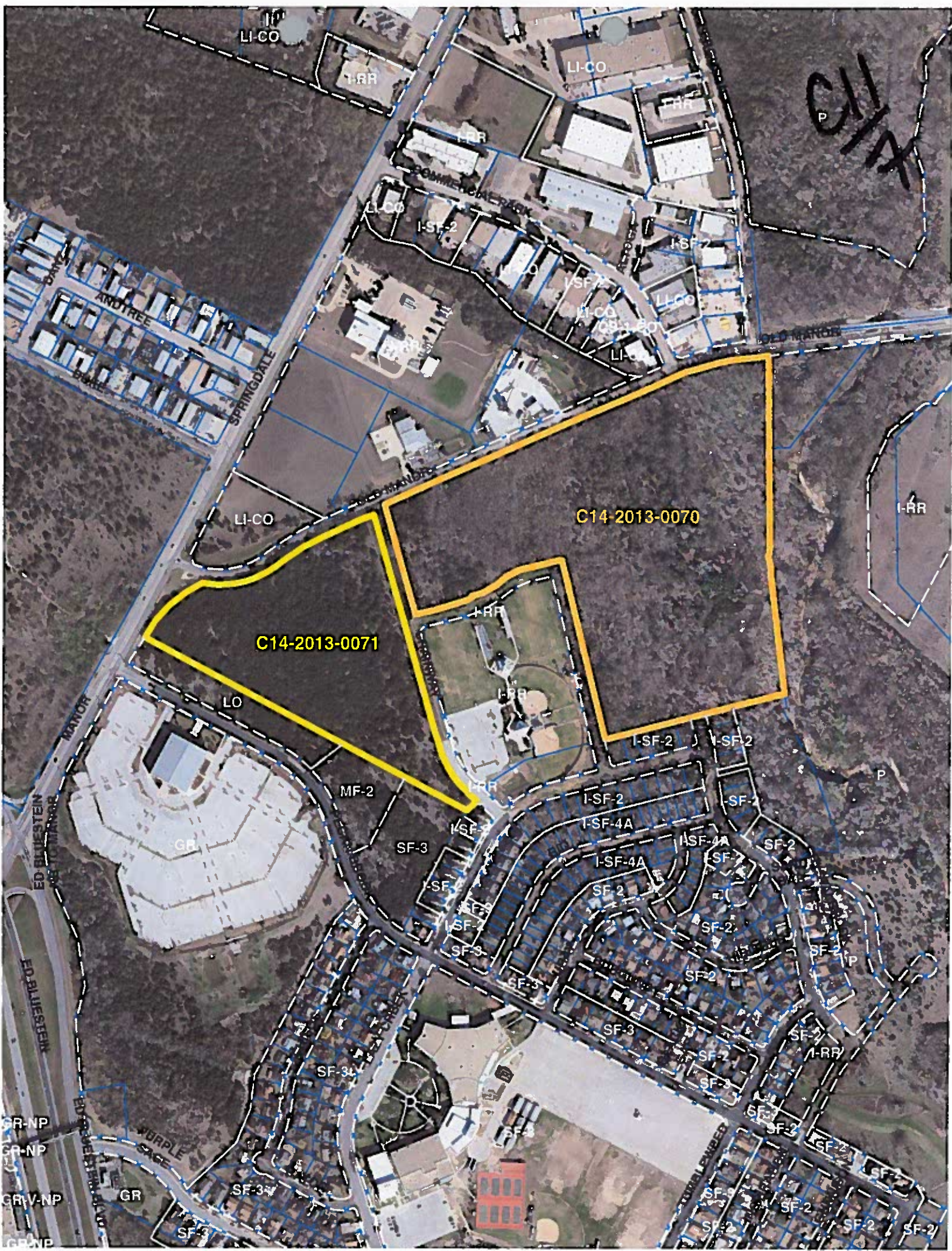
ZONING CASE
C14-2013-0070

1" = 400'

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.





C14-2013-0071

C14-2013-0070

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LI-CO

I-RR

LI-CO

AND TREE

SPRINGDALE

COMMERCIAL PARK

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TOTAL LENDER



CH/8

Date: October 30, 2013
To: Heather Chaffin, Case Manager
CC: Scott Feldman, P.E., Alliance Transportation Group
Reference: Old Manor Road Development TIA
(Zoning Cases: C14-2013-0070 & C14-2013-0071)

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the Old Manor Road Development TIA (Zoning Cases: C14-2013-0070 & C14-2012-0071), dated January 31, 2013, prepared by Alliance Transportation Group, and offers the following comments:

TRIP GENERATION

The Old Manor Road Development is a 58.53-acre site located in NE Austin near the intersection of Old Manor Road and Springdale Road. The property is currently undeveloped and zoned IRR-Interim Rural Residence. The proposed development is to consist of 303 dwelling units of apartments, 135 units for single-family detached housing, and 40,000 SF of shopping retail. The anticipated build-out of this development is expected in 2017.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE, Trip Generation, 9th Edition), the proposed development will generate approximately 7,050 unadjusted average daily trips (ADT). Table 1 below shows the detailed unadjusted trip generation for the proposed development:

LAND USE	Size	ADT	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
Multi-family Apartments (ITE Code 220)	303 DU	2,015	31	124	122	66
Single-family Det. Housing (ITE Code 210)	135 DU	1,292	25	76	86	50
Shopping Center (ITE Code 820)	40,000 SF	3,743	55	35	169	176
Total		7,050	111	235	377	292

ASSUMPTIONS

1. Background traffic volumes for 2017 included estimated traffic volumes for the following projects:

- Johnny Morris Truck Yard (SP-2009-0326D)
- Balcones Resources (SP-2010-0127D)
- Dollar General Turner Lane (SP-2011-0083C)
- 8115 Altoga Rezoning (C14-2011-0143)
- 7502 Lazy Creek (C14-2012-0135)
- 7507 Lazy Creek (C14-2012-0136)
- 7512 Lazy Creek (C14-2012-0137)
- 7516 Lazy Creek (C14-2012-0138)

2. A 2% annual growth rate was assumed for this development.

3. A 34% pass-by reduction was assumed for the Shopping Center.
4. A 10% internal capture reduction was assumed for the Shopping Center.
5. No transit use reductions were assumed for this development.

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EXISTING AND PLANNED ROADWAYS

US 183 – The Austin Metropolitan Area Transportation Plan (AMATP) classifies US 183 as a four-lane major divided arterial in the site’s vicinity area. The posted speed limit for the US 183 frontage roads is 45 miles per hour within the study area. The AMATP and CAMPO 2035 Mobility Plan recommend upgrading US 183 to a six-lane freeway with three-lane frontage roads in each direction from Springdale Road to north of Boggy Creek and set to be open by the year 2017. However, the current geometry at the Interchange of US 183 and Manor Road is anticipated to remain the same.

Springdale Road/Manor Road – Springdale Road/Manor Road is classified as a 4-lane divided major arterial in the AMATP from US 183 to US 290. This roadway has a five-lane cross section with a two-way center turn lane in the vicinity of the site. The current posted speed limit for this roadway is 35 miles per hour within the study area. Currently, there are no planned improvements to this road in the vicinity of the site.

Old Manor Road – Currently, Old Manor Road is a two-lane undivided roadway in the vicinity of the site. The current posted speed limit for this roadway is 45 miles per hour within the study area. Currently, there are no planned improvements to this road in the vicinity of the site.

Pecan Brook Drive – Pecan Brook Drive is currently a two-lane undivided roadway in the vicinity of the site. The current posted speed limit for this roadway is 30 miles per hour within the study area. Currently, there are no planned improvements to this road in the vicinity of the site.

Commercial Park Drive – Currently, Commercial Park Drive is a two-lane undivided roadway in the vicinity of the site. The current posted speed limit for this roadway is 30 miles per hour within the study area. Currently, there are no planned improvements to this road in the vicinity of the site.

INTERSECTION LEVEL OF SERVICE (LOS)

Based on the approved TIA scope for this development, the traffic consultant has analyzed five (5) intersections, three (3) of which are currently signalized. The projected levels of service assume that all roadway and intersection improvements to be built by others or recommended in the TIA are constructed. Existing and projected levels of service are included in the following Table 2:

INTERSECTION	2012 Existing		2017 Site + Background		2017 Site + Background W/Improvements	
	AM	PM	AM	PM	AM	PM
	Springdale Road and Old Manor Road	A	A	D	A	D
Springdale Road and Pecan Brook Drive*	B	B	C	C	C	C

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Manor Road and US 183 WBFR*	F	C	F	E	F**	D**
Manor Road and US 183 EBFR*	C	F	C	F	C**	F**
Old Manor Road and Commercial Park Drive	A	A	A	A	A	A
Old Manor Road and Crainway Drive			A	A		
Old Manor Road and Driveway 1			A	A		
Old Manor Road and Driveway 2			A	A		
Old Manor Road and Driveway 3			A	A		
Crainway Drive and Lazy Court Drive			A	A		
Crainway Drive and Driveway 5			A	A		

* = SIGNALIZED
 ** = INCLUDES SIGNAL TIMING IMPROVEMENTS

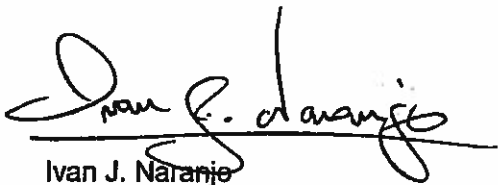
RECOMMENDATIONS

- 1) Please see Table 3 for a summary of the traffic improvements recommended with the TIA:

Intersection	Recommended Improvement
Manor Road and US 183 WBFR	Signal Timing Improvements
Manor Road and US 183 EBFR	Signal Timing Improvements

- 2) Prior to 3rd Reading of the zoning case, final approval is required from the Austin Transportation Dept. for the cost estimate of the recommended traffic improvements.
- 3) Prior to 3rd Reading of the zoning case, fiscal is required to be posted based on a pro-rata share of the listed improvements in the TIA.
- 4) All driveways should be constructed as recommended in the TIA and in accordance with the Transportation Criteria Manual.
- 5) 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 should have any questions or require additional information, please contact me at 974-7649.



Ivan J. Naranjo
 Senior Planner - Transportation Review Staff
 City of Austin - Planning and Development Review Department

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent School District



PROJECT NAME: Old Manor Road Development-Single family

ADDRESS/LOCATION: 7805 1/2 Old Manor Road

CASE #: C14-2013-0070

CITY COUNCIL DATE: _____

NEW SINGLE FAMILY

DEMOLITION OF MULTIFAMILY

NEW MULTIFAMILY

TAX CREDIT

SF UNITS: 200

STUDENTS PER UNIT ASSUMPTION: 0.5

MF UNITS: _____

STUDENTS PER UNIT ASSUMPTION: _____

ELEMENTARY SCHOOL: Jordan

RATING: Met Standards

ADDRESS: 6711 Johnny Morris Road

PERMANENT CAPACITY: 655

% QUALIFIED FOR FREE/REDUCED LUNCH: 96%

MOBILITY RATE: -4.4%

ELEMENTARY SCHOOL STUDENTS	Current Population	5- Year Projected Population	5-Year Projected Population (w/ proposed development)
Number	776	791	841
% of Permanent Capacity	119%	121%	128%

INCREASE

DECREASE

NO IMPACT

MIDDLE SCHOOL: Garcia

RATING: Improvement Required

ADDRESS: 7414 Johnny Morris Road

PERMANENT CAPACITY: 1,215

% QUALIFIED FOR FREE/REDUCED LUNCH: 98%

MOBILITY RATE: -25.3%

MIDDLE SCHOOL STUDENTS	Current Population	5- Year Projected Population	5-Year Projected Population (w/ proposed development)
Number	680	706	727
% of Permanent Capacity	56%	58%	60%

INCREASE

DECREASE

NO IMPACT

HIGH SCHOOL: LBJ

RATING: Improvement Required

ADDRESS: 7309 Lazy Creek Drive

PERMANENT CAPACITY: 1,842

% QUALIFIED FOR FREE/REDUCED LUNCH: 90%

MOBILITY RATE: -17.4%

HIGH SCHOOL STUDENTS	Current Population	5- Year Projected Population	5-Year Projected Population (w/ proposed development)
Number	1,811	1,827	1,856
% of Permanent Capacity	98%	99%	101%

INCREASE

DECREASE

NO IMPACT

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent
School District



IMPACT ON SCHOOLS

At a rate of 0.5 students per single family unit, the proposed development is projected to add approximately 100 AISD students over all grade levels to the projected student population. It is estimated that of the 100 students, 50 will be assigned to Jordan Elementary School, 21 to Garcia Middle School and 29 to LBJ High School. These additional students would increase the projected percentage of permanent capacity to 128%, 60% and 101% respectively.

The existing permanent capacity at Garcia Middle School and LBJ High School will be able to accommodate the additional student population. Assuming Jordan Elementary School retains the number of portable classrooms currently on campus, the percent of functional capacity (by enrollment) would be 106%, which would accommodate the student enrollment increase.

TRANSPORTATION IMPACT

High school students within the development may qualify for transportation—unless new sidewalks are constructed that provide a safe walking route to LBJ. Currently, there is not a safe, direct walking route for students within the development travelling to Jordan Elementary School and Garcia Middle School; therefore these students may also qualify for transportation.

SAFETY IMPACT

There is a lack of adequate sidewalks in the area for safe walking routes to all three schools.

Date Prepared: 10/1/2013

Director's Signature: 