

**ZONING CHANGE REVIEW SHEET****CASE:** C14-2015-0127 – Lexington Parke II**Z.A.P. DATE:** October 20, 2015**ADDRESS:** Northwest quadrant of Ross Road and Pearce Lane**DISTRICT AREA:** 2**OWNER:** Lexington 281, L.P.  
(Mehrdad Moayedi)**AGENT:** Husch Blackwell, LLP  
(Nikelle Meade)**ZONING FROM:** SF-4A; MF-3    **TO:** MH    **TOTAL AREA:** 180.93 acres**SUMMARY STAFF RECOMMENDATION:**

The Staff recommendation is to grant mobile home residence (MH) district zoning.

If the requested zoning is granted, then 57 feet of right-of-way should be dedicated from the existing centerline of Ross Road in accordance with the Transportation Plan.

**ZONING AND PLATTING COMMISSION RECOMMENDATION:**

October 20, 2015:

**ISSUES:**

None at this time.

**DEPARTMENT COMMENTS:**

The proposed rezoning area consists of undeveloped tracts located north and east of the SH 130 frontage lanes and Pearce Lane, and has multifamily residence – medium density (MF-3) zoning by a 2008 case and single family residence – small lot (SF-4A) zoning by a 2003 case. As shown on the zoning map, the northern portion of the SF-4A zoned area is part of the platted Lexington Parke Section One subdivision that was recorded in April 2004 (C8J-03-0111.1A.SH).

There is undeveloped land to the north (County), existing single family residences in the Lexington Parke Section One subdivision that borders the northeast property line (SF-4A), Del Valle ISD elementary and middle schools along a southeast property line (I-RR), the Oak Ranch manufactured home park to the south and east (MH-CO), single family residences on large lots across Pearce Lane to the south (County), and a County Park and the northbound frontage lanes of SH 130 to the west. Please refer to Exhibits A (Zoning Map) and A-1 (Aerial View).

The Applicant has proposed mobile home residence (MH) district zoning for the purposes of expanding the existing Oak Ranch manufactured home park with an additional 900 manufactured home spaces in a master planned community setting. The park will take access to Pearce Lane and Ross Road from existing streets in the Oak Ranch and Lexington Parke developments, respectively. The adjacent GR-CO zoned property at the corner of Pearce Lane and SH 130 is not part of this rezoning application and is planned for 10,000 square feet of office space, 65,000 square feet of commercial shopping center and a service station with food sales use.

Staff supports the Applicant's request for MH zoning as it allows for the expansion of the existing manufactured home park and is a compatible land use with the existing single family residential subdivisions in the vicinity. Commercial zoning for services supporting the new residences as well as those in proximity is located on Pearce Lane at its intersections with SH 130 and Ross Road, and along East State Highway 71.

### **EXISTING ZONING AND LAND USES:**

|              | <b>ZONING</b>      | <b>LAND USES</b>   |
|--------------|--------------------|--|
| <i>Site</i>  | SF-4A; MF-3        | Undeveloped  |
| <i>North</i> | County             | Undeveloped  |
| <i>South</i> | County; MH-CO      | Single family residences on large lots; Oak Ranch manufactured home park and amenity center  |
| <i>East</i>  | MH-CO; I-RR; SF-4A | Oak Ranch manufactured home park and amenity center; Del Valle ISD Elementary and Middle Schools; Lexington Parke Section I single family subdivision. Across Ross Road: Berdoll Farms single family subdivision |
| <i>West</i>  | GR-CO; County      | Undeveloped; Barkley Meadows Park; Northbound lanes of SH 130  |

**AREA STUDY:** N/A

**TIA:** Update postponed until Site Plan  
– Please refer to Attachment A

**WATERSHEDS:** Dry Creek East, Onion Creek **DESIRED DEVELOPMENT ZONE:** Yes

**CAPITOL VIEW CORRIDOR:** No

**SCENIC ROADWAY:** Yes – SH 130

### **NEIGHBORHOOD ORGANIZATIONS:**

|   |  |
|---|--|
| 627 – Onion Creek Homeowners Association        |  |
| 774 – Del Valle Independent School District     | 1005 – Elroy Preservation Association        |
| 1083 – Berdoll Farms/Meadows                    | 1138 – Far Southeast Improvement Association |
| 1228 – Sierra Club, Austin Regional Group       |  |
| 1252 – Lexington Parke Neighborhood Association |  |
| 1258 – Del Valle Community Coalition            | 1340 – Austin Heritage Tree Foundation       |
| 1363 – SEL Texas                                | 1447 – Friends of the Emma Barrientos MACC   |

1528 – Bike Austin

1530 – Friends of Austin Neighborhoods

**SCHOOLS:**

The subject property is within the Del Valle Independent School District.

Del Valle Elementary School

Del Valle Middle School

Del Valle High School

**CASE HISTORIES:**

| NUMBER   | REQUEST                                  | COMMISSION   | CITY COUNCIL   |
|--|--|--|--|
| C14-2015-0117 – Velocity Crossing – 3311 S FM 973 Rd and E SH 71                 | DR; I-RR; CS-CO to LI-PDA for 390+ acres | Not yet scheduled  | Not yet scheduled  |
| C14-2008-0183.SH – Lexington Parke – North of Pearce Ln and East of SH 130       | DR; SF-4A to GR; MF-3                    | To Grant GR-CO w/CO prohibiting auto sales, and MF-3 w/conditions of the TIA         | Apvd GR-CO and MF-3 as Commission recommended (6-11-2009).   |
| C14-2007-0271 – Deerwood Manufactured Home Park – 12400 Pearce Ln                | I-RR to MH                               | To Grant MH-CO w/CO for 2,000 trips and conditions of r-o-w on Pearce Ln and Ross Rd | Apvd MH-CO w/a Street Deed for r-o-w on Pearce Ln and Ross Rd as Commission recommended (4-24-2008).   |
| C14-97-0005 – Deerwood - A Planned Residential Community – Pearce Ln and Ross Rd | DR to MH                                 | To Grant MH, with conditions   | Approved MH w/a Restrictive Covenant that a landscaping buffer be maintained in the 25' setback on Pearce Ln that includes 20 2-inch caliper trees, and vehicle and pedestrian access (4-24-1997). |

**RELATED CASES:**

The Pearce Lane frontage was annexed into the City limits on July 18, 1985 and zoned DR. The remaining acreage was annexed into the City limits on September 8, 2003 (C7A-03-015 – Ordinance Number 030828-31). On December 11, 2003, a zoning change from DR and I-RR to SF-4A for 950 small lot single family residential lots was approved along with a Traffic Impact Analysis for 218.75 acres on Pearce Lane and Ross Road (C14-03-0135.SH).

On June 11, 2009, the south portion was approved for rezoning from SF-4A to MF-3 and included a traffic impact analysis (C14-2008-0183.SH – Lexington Parke). A revision to the

original preliminary plan (Case No. C8J-03-0111.SH) that identified commercial and multifamily land uses was approved by the Zoning and Platting Commission on July 7, 2009 (C8-2008-0167.SH). Please refer to Exhibit B.

**EXISTING STREET CHARACTERISTICS:**

| Name                 | ROW                    | Pavement | Classification        | Sidewalks        | Bike Route                 | Capital Metro<br>(within ¼ mile) |
|----------------------|------------------------|----------|-----------------------|------------------|----------------------------|----------------------------------|
| Ross Road            | 95 feet                | 30 feet  | Arterial              | Yes              | Yes; Bike Lane; Route # 73 | Yes                              |
| Pearce Lane          | ROW varies, 66-86 feet | 33 feet  | Arterial              | Yes (Incomplete) | Yes; Wide Curb; Route # 70 | No                               |
| Fort Lexington Drive | 64 feet                | 37 feet  | Residential Collector | Yes              | No                         | Yes                              |
| St. Thomas Drive     | 50 feet                | 27 feet  | Local                 | Yes (Incomplete) | No                         | Yes                              |

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a protected bike lane is recommended for Pearce Lane.

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a buffered bike lane is recommended for Ross Road.

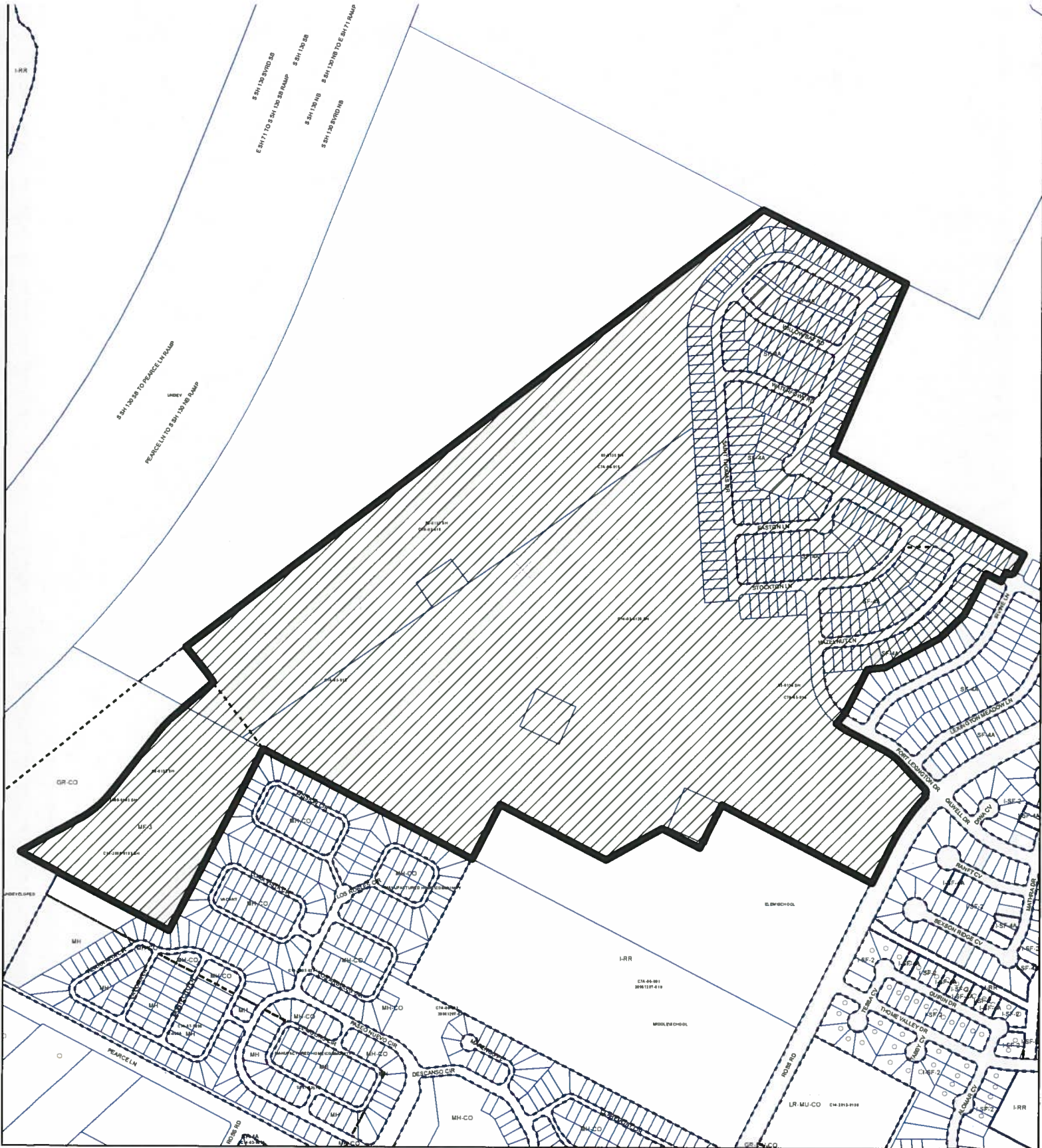
**CITY COUNCIL DATE:** November 12, 2015      **ACTION:**

**ORDINANCE READINGS: 1<sup>st</sup>** **2<sup>nd</sup>** **3<sup>rd</sup>**

**ORDINANCE NUMBER:**

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

**PHONE:** 512-974-7719



# ZONING

EXHIBIT A

Zoning Case: C14-2015-0127



SUBJECT TRACT



PENDING CASE



ZONING BOUNDARY

1" = 625'

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.









App



## TRANSPORTATION IMPACT ANALYSIS WAIVER

**Applicant:** Alliance Transportation Group (Trey Gamble, P.E.) **Phone #:** (512) 821 - 2081  
11500 Metric Blvd, Suite 150 **Fax #:** (512) 821 - 2085  
Austin, Texas 78758

**Project Name:** Lexington Parke II  
**Project Location:** Pearce Lane and Ross Road, Austin, Texas 78617  
**Case No.:** C14-2015-0127

**Waiver(s) Requested:** Waiver from Traffic Impact Analysis

**Response:** TIA Update postponed until Site Plan.

### Conditions/Comments:

This development has previously submitted a TIA (in 2003) and TIA Addendum (in 2008) for this project. The approved land uses for the prior analyses were estimated to generate more peak hour trips than the revised land use(s) within the zoning application, as determined by ITE Trip Generation rates. Therefore, the TIA will need revision to reflect the proposed changes. The summary table below provides the changes in estimated trip generation.


| Trip Generation Comparison Summary* |                  |           |           |
|-------------------------------------|------------------|-----------|-----------|
| Source Document                     | Daily Totals     | AM Peak   | PM Peak   |
| 2008 TIA Addendum                   | 14,498           | 922       | 1,247     |
| 2015 revisions                      | 14,668           | 680       | 948       |
| Net change                          | + 170 additional | 242 fewer | 299 fewer |

\*Information is from Table 5 provided in attached memorandum dated September 22, 2015.

The applicant is granted a postponement of the requirement to provide a revised TIA until site plan.

If you have any questions or require additional information, please contact me at (512) 974 - 2208.

Attachment

  
\_\_\_\_\_  
Scott A. James, P.E., PTOE  
Engineer ~ Transportation Review  
City of Austin - Development Services Department

October 8, 2015

\_\_\_\_\_  
Date

ATTACHMENT A



September 22, 2015

Mr. Scott James  
City of Austin - Development Services Department  
505 Barton Springs Road  
Austin, Texas 78704

**AUSTIN OFFICE**

11500 Metric Blvd.  
Bldg. M-1, Suite 150  
Austin, TX 78758

PHONE 512.821.2081

FAX 512.821.2085

TOLL FREE 866.576.0597

T.B.P.E. Firm Registration No. 812

*Re: Lexington Parke II TIA Waiver Request (Case C14-2015-0127)*

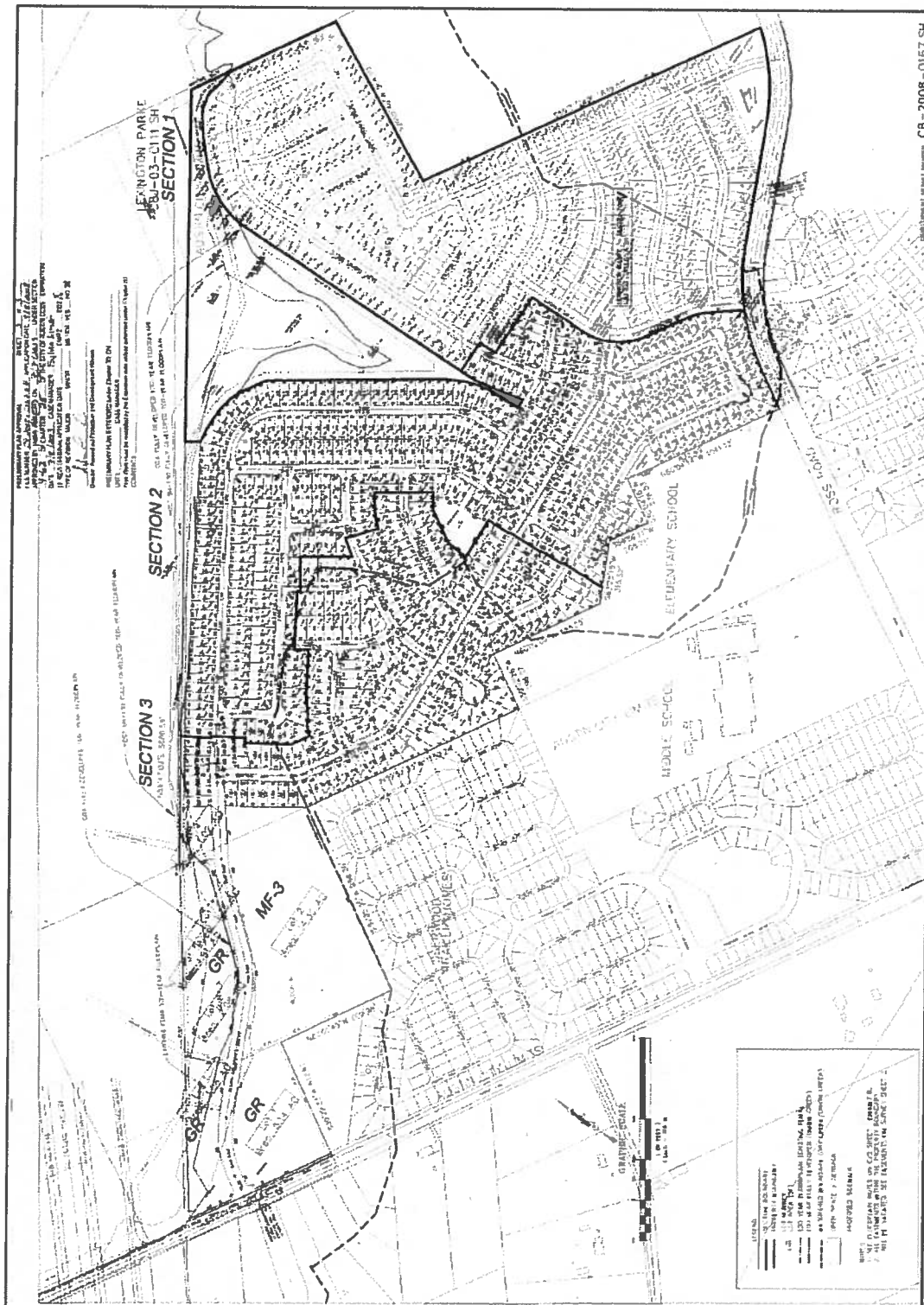
Dear Scott,

The proposed Lexington Parke II development is located in the northwest corner of the intersection of Ross Road with Pearce Lane, near the interchange of SH 71 and SH 130, in Austin, Texas. The proposed access to the site is to be via three driveways, two along Ross Road and one along Pearce Drive (to be called Unlimited Ducks Drive). The Lexington Parke II development is currently proposed to consist of 900 manufactured homes, 10.0 KSF of general office, 65.0 KSF of shopping center, and a gas station with convenience store. This letter is to serve as the request for a TIA waiver for Lexington Parke II development.

The original TIA for this development was completed and approved in 2003, at which time the development was to be comprised of 950 units of single-family detached housing. SH 130 was not included in this 2003 analysis. In 2008, an update to the TIA was performed to reflect the change of land uses from single-family residential to single-family residential, multi-family apartments, and commercial land uses pursuant to case C14-01-0183 (as shown in the site plan in **Figure 1**). This 2008 study also reflects the construction of SH 130 with modifications to trip distribution and additional study intersections. Residential land uses proposed as part of the 2008 TIA are now proposed to be rezoned and classified as manufactured housing (i.e. mobile homes) pursuant to case C14-2015-0127.

Alliance Transportation Group, Inc. has been retained to compare the allocation of Peak Hour Trips (PHTs) from the 2008 TIA update for the Lexington Parke development to the current proposed development, including previously developed parcels. As documented in the 2008 TIA, the total number of unadjusted PM Peak Period PHTs for the entire development is 1,530, and the total number of adjusted PM Peak Period PHTs for the entire development is 1,247 (shown in **Table 1** and **Table 2**, respectively). These trips were derived using the *ITE Manual, 7<sup>th</sup> Edition*.





**Figure 1: Lexington Parke II Site Plan (as shown in the 2008 TIA)**



**Table 1. Unadjusted ITE Trip Generation - 2008 TIA**

| ITE CODE     | ITE DESCRIPTION                    | UNITS |                   | UNADJUSTED TRIPS |            |            |            |              |            |            |
|--------------|------------------------------------|-------|-------------------|------------------|------------|------------|------------|--------------|------------|------------|
|              |                                    |       |                   | DAILY            |            | AM PEAK    |            | PM PEAK      |            |            |
|              |                                    |       |                   | TOTAL            | TOTAL      | ENTER      | EXIT       | TOTAL        | ENTER      | EXIT       |
| 210          | Single Family                      | 875   | DU                | 7,469            | 621        | 155        | 466        | 755          | 476        | 279        |
| 220          | Apartment                          | 250   | DU                | 1,653            | 126        | 25         | 101        | 155          | 101        | 54         |
| 710          | General Office                     | 10.0  | KSF               | 110              | 16         | 14         | 2          | 15           | 3          | 13         |
| 820          | Shopping Center                    | 65.0  | KSF               | 5,133            | 121        | 74         | 47         | 471          | 226        | 245        |
| 853          | Gas Station with Convenience Store | 10    | Fueling Positions | 1,628            | 101        | 50         | 50         | 134          | 67         | 67         |
| <b>Total</b> |                                    |       |                   | <b>16,172</b>    | <b>985</b> | <b>318</b> | <b>666</b> | <b>1,530</b> | <b>873</b> | <b>657</b> |

**Table 2. Adjusted ITE Trip Generation - 2008 TIA**

| ITE CODE     | ITE DESCRIPTION                    | UNITS |                   | ADJUSTED TRIPS |            |            |            |              |            |            |
|--------------|------------------------------------|-------|-------------------|----------------|------------|------------|------------|--------------|------------|------------|
|              |                                    |       |                   | DAILY          |            | AM PEAK    |            | PM PEAK      |            |            |
|              |                                    |       |                   | TOTAL          | TOTAL      | ENTER      | EXIT       | TOTAL        | ENTER      | EXIT       |
| 210          | Single Family Housing              | 875   | DU                | 7,376          | 621        | 155        | 466        | 747          | 476        | 271        |
| 220          | Apartment                          | 250   | DU                | 1,378          | 126        | 25         | 101        | 144          | 94         | 50         |
| 710          | General Office                     | 10.0  | KSF               | 92             | 16         | 14         | 2          | 13           | 3          | 10         |
| 820          | Shopping Center                    | 65.0  | KSF               | 4,296          | 121        | 74         | 47         | 283          | 136        | 147        |
| 853          | Gas Station with Convenience Store | 10    | Fueling Positions | 1,356          | 38         | 19         | 19         | 60           | 30         | 30         |
| <b>Total</b> |                                    |       |                   | <b>14,498</b>  | <b>922</b> | <b>287</b> | <b>635</b> | <b>1,247</b> | <b>739</b> | <b>508</b> |

With the exception of approximately 87 single-family detached lots which have been developed, all the residential land uses shown in **Table 1** and **Table 2** are proposed to be rezoned and classified as 900 units of manufactured housing. The updated unadjusted and adjusted trip generation for the entire development, including the portion of single-family lots which have already been developed, are shown in **Table 3** and **Table 4**, respectively. These trips were derived using the *ITE Manual, 9<sup>th</sup> Edition*.

**Table 3. Unadjusted ITE Trip Generation – Proposed 2015 Land Uses**

| ITE CODE | ITE DESCRIPTION                    | UNITS |                   | UNADJUSTED TRIPS |            |            |            |              |            |            |
|----------|------------------------------------|-------|-------------------|------------------|------------|------------|------------|--------------|------------|------------|
|          |                                    |       |                   | DAILY            |            | AM PEAK    |            | PM PEAK      |            |            |
|          |                                    |       |                   | TOTAL            | TOTAL      | ENTER      | EXIT       | TOTAL        | ENTER      | EXIT       |
| 240      | Mobile Home Park                   | 900   | DU                | 3,446            | 396        | 79         | 317        | 515          | 319        | 196        |
| 710      | General Office                     | 10.0  | KSF               | 228              | 30         | 27         | 4          | 90           | 15         | 74         |
| 820      | Shopping Center                    | 65.0  | KSF               | 5,133            | 120        | 74         | 46         | 449          | 215        | 233        |
| 853      | Gas Station with Convenience Store | 10    | Fueling Positions | 5,426            | 166        | 83         | 83         | 191          | 95         | 95         |
|          | <b>Total</b>                       |       |                   | <b>14,233</b>    | <b>712</b> | <b>263</b> | <b>450</b> | <b>1,244</b> | <b>644</b> | <b>598</b> |
| 210      | Single-Family Detached Housing     | 87    | DU                | 924              | 71         | 18         | 53         | 93           | 58         | 34         |
|          | <b>Grand Total</b>                 |       |                   | <b>15,157</b>    | <b>783</b> | <b>281</b> | <b>503</b> | <b>1,337</b> | <b>702</b> | <b>632</b> |

**Table 4. Unadjusted ITE Trip Generation – Proposed 2015 Land Uses**

| ITE CODE | ITE DESCRIPTION                    | UNITS |                   | ADJUSTED TRIPS |            |            |            |            |            |            |
|----------|------------------------------------|-------|-------------------|----------------|------------|------------|------------|------------|------------|------------|
|          |                                    |       |                   | DAILY          |            | AM PEAK    |            | PM PEAK    |            |            |
|          |                                    |       |                   | TOTAL          | TOTAL      | ENTER      | EXIT       | TOTAL      | ENTER      | EXIT       |
| 240      | Mobile Home Park                   | 900   | DU                | 3,431          | 396        | 79         | 317        | 500        | 310        | 190        |
| 710      | General Office                     | 10.0  | KSF               | 216            | 31         | 27         | 4          | 77         | 13         | 64         |
| 820      | Shopping Center                    | 65.0  | KSF               | 4,918          | 120        | 74         | 46         | 232        | 109        | 123        |
| 853      | Gas Station with Convenience Store | 10    | Fueling Positions | 5,182          | 62         | 31         | 31         | 50         | 25         | 25         |
|          | <b>Total</b>                       |       |                   | <b>13,747</b>  | <b>609</b> | <b>211</b> | <b>398</b> | <b>859</b> | <b>457</b> | <b>402</b> |
| 210      | Single-Family Detached Housing     | 87    | DU                | 921            | 71         | 18         | 53         | 89         | 56         | 33         |
|          | <b>Grand Total</b>                 |       |                   | <b>14,668</b>  | <b>680</b> | <b>229</b> | <b>451</b> | <b>948</b> | <b>513</b> | <b>435</b> |

As shown in **Table 3** and **Table 4**, the total number of unadjusted PM Peak Period PHTs for the entire development is 1,337, and the total number of adjusted PM Peak Period PHTs for the entire development is 948. **Table 5** presents the difference in PHTs between the 2008 TIA and the new 2015 proposed land uses.



**Table 5. Trip Generation Comparison Summary**

| Trip Generation Source   | ADJUSTED TRIPS |         |       |         |       |       |      |
|--------------------------|----------------|---------|-------|---------|-------|-------|------|
|                          | DAILY          | AM PEAK |       | PM PEAK |       |       |      |
|                          | TOTAL          | TOTAL   | ENTER | EXIT    | TOTAL | ENTER | EXIT |
| Previous 2008 TIA Update | 14,498         | 922     | 287   | 635     | 1,247 | 739   | 508  |
| Proposed 2015 Uses       | 14,668         | 680     | 229   | 451     | 948   | 513   | 435  |
| Change in Trips          | 170            | -242    | -58   | -184    | -299  | -226  | -73  |

As shown in **Table 5**, the proposed 2015 land uses for the Lexington Parke II development result in slightly more daily trips, but fewer AM PHTs and PM PHTs, than the 2008 TIA update.

Due to the proposed change of land uses which results in a decrease of 242 generated AM PHT's and 299 PM PHT's for the development, a TIA waiver is requested for the Lexington Parke II development.

The 2008 TIA update provided the following recommended improvements in order to achieve acceptable levels of service under the future build-out conditions at the Lexington Parke site:

- Widen Pearce Lane to four lanes from the SH 130 Northbound Frontage Road to approximately 600 feet east of Ducks Unlimited Drive, with capacity for southbound traffic to make a two-stage left turn.
- Pearce Lane and Ducks Unlimited Drive
  - Construct Ducks Unlimited Drive to have sufficient width to accommodate separate outbound lanes for left-turning and right-turning vehicles.
- FM 97 and Pearce Lane
  - Addition of a 150 foot right-turn bay on the westbound approach

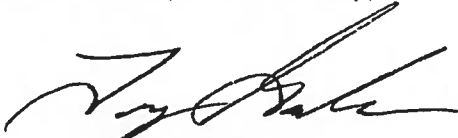
In the 2008 TIA Update it was found that these improvements are not required until prior to the construction of Phase 2 of the development, i.e. after the completion of Phase 1. Phase 1 generates 7,743 daily trips and 715 PM PHTs, per the 2008 TIA Update. As such, the improvements associated with the additional 532 PM PHTs generated by Phase 2 would not need to be implemented until the development exceeds 715 PM PHTs.

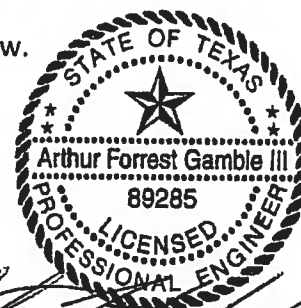
In closing, based on the information contained herein, we request that the TIA for this development be waived.

If you have questions or need additional information, please let us know.

Sincerely,

Alliance Transportation Group, Inc.

  
Arthur (Trey) Gamble, P.E.,  
Senior Transportation Engineer



Arthur Forrest Gamble, III, P.E.

Digitally signed by Arthur Forrest Gamble, III, P.E.  
DN: cn=Arthur Forrest Gamble, III, P.E., o=Alliance Transportation Group, Inc., ou=Engineering, email=afgamble@alliance-tg.com, c=US  
Date: 2015.09.22 17:00:11 -0500

**SUMMARY STAFF RECOMMENDATION:**

The Staff recommendation is to grant mobile home residence (MH) district zoning.

If the requested zoning is granted, then 57 feet of right-of-way should be dedicated from the existing centerline Ross Road in accordance with the Transportation Plan.

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

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

The mobile home residence (MH) district is intended to provide locations for development of mobile home residence parks and mobile home subdivisions, with standards that ensure a residential environment and compatibility with adjoining family residence neighborhoods.

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

Staff supports the Applicant's request for MH zoning as it allows for the expansion of the existing manufactured home park and will be compatible with the existing single family residential subdivisions in the vicinity. Commercial zoning for services supporting the new residences as well as those in proximity is available on Pearce Lane at its intersection with SH 130 and also at Ross Road, and along East State Highway 71.

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

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

**Site Development Regulations**

In accordance with LDC Section 25-2-1205, a manufactured home park must comply with the following site development regulations:

- A minimum site area of 90,000 s.f. and a minimum of 20 mobile home spaces
- A minimum of 4,500 s.f. of site area for each dwelling unit
- A minimum street yard of 25 feet and a minimum interior yard of 15 feet. A mobile home may not be placed in a street yard.
- Direct access to a public street with a r-o-w at least 60 feet wide
- Private, paved internal streets at least 30 feet wide. The streets must be continuous and connect with other internal streets or with public streets, or provide a paved cul-de-sac with an 80 foot diameter. Streets ending in cul-de-sacs may not exceed 400 feet.



- A mobile home space must contain at least 2,500 s.f. adjacent to an internal street in order to provide adequate space for moving a mobile home into and out of the space.
- Each mobile home space must have at least one parking space. Additional spaces may be located in one or more common parking areas spread throughout the park.
- A mobile home and an attached accessory structure must be located at least 10 feet from another mobile home or other structure.
- A mobile home stand must be separated from the pavement of an internal street, common parking area, or other common areas by a minimum of 10 feet.

### **Comprehensive Planning**

The zoning case is located on the east side of Ross Road, on a 181 acre undeveloped tract of land, which is Phase II of an existing mobile home park located to the southwest of this property. The subject property is not located within the boundaries of a neighborhood planning area, and surrounding land uses includes Travis County Barkley Meadows Park and undeveloped land to the north; Del Valle Middle School and Elementary School and Phase I of this mobile home park to the south; vacant land and Highway 130 to the northwest; and undeveloped land and a developing single family subdivision to the east. The proposed use is a mobile home park, with the ability to lease up to 900 manufactured home sites.

### **Imagine Austin**

The following IACP policies are applicable to this project:

- **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.
- **LUT P7.** Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.
- **N P1.** 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.
- **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 healthy food, schools, retail, employment, community services, and parks and recreation options.

### **Conclusion:**

While Phase II of this existing mobile home park is not within walking distance to commercial or retail uses, or a variety of jobs, it is located within a half a mile of a bus stop (on Pearce Lane and Thome Valley Drive) and is less than a mile from Del Valle elementary, middle and high schools, and very close to two parks (Barkley Park and Southeast Metro

Park). This project also meets one Imagine Austin core principles for action (p. 10 - 11) namely, '*Develop as an affordable and healthy community*' by providing affordable housing and being within walking distance to several civic uses. Nearby goods and services are also developing near the airport, located less than 2 miles away from this project, and also along SH 71, located to the north, requiring less driving time to reach. Based on the lack of pedestrian amenities in Phase I of this project, staff strongly encourages the developer to consider installing sidewalks and bike trails throughout the project to ensure the project is pedestrian friendly and is connected to nearby public transit. Based on the Imagine Austin text and policies above, this proposed project appears to be partially supported by the Imagine Austin Comprehensive Plan.

### **Environmental**

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Dry Creek East Watershed and the Onion Creek Watershed, which are classified as Suburban Watersheds by Chapter 25-8 of the City's Land Development Code. The site is in the Desired Development Zone.

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

According to floodplain maps there is a floodplain within 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.

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

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 512-974-1876. 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 requires water quality control with increased capture volume and control of the 2 year storm on site.

**Transportation**

The Austin Metropolitan Area Transportation Plan calls for a total of 114 feet of right-of-way for Ross Road. If the requested zoning is granted, then 57 feet of right-of-way should be dedicated from the existing centerline of Ross Road in accordance with the Transportation Plan. [LDC, Sec. 25-6-51 and 25-6-55].

At the time of site plan, a Neighborhood Traffic Analysis will be required for Saint Thomas Drive and Fort Lexington Drive and will be performed for this project by the Transportation Review staff. Results will be provided in a separate memo [LDC, Sec. 25-6-114]. Traffic counts will need to be provided to the transportation reviewer for all roadways in which this project will be taking access. A neighborhood traffic analysis will not be required if access is prohibited from these roadways.

Nadia Barrera, Urban Trails, Public Works Department and Nathan Wilkes, Bicycle Program, Austin Transportation Department may provide additional comments regarding bicycle and pedestrian connectivity per the Council Resolution No. 20130620-056.

**Water and Wastewater**

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.

**Site Plan and Compatibility Standards**

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

The site is subject to compatibility standards. Along the south and east property lines, the following standards apply:

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



- e. A landscape area at least 25 feet wide is required along 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.

The site is located within Austin-Bergstrom Overlay Controlled Compatible Land Use Area. No use will be allowed that create electrical interference with navigational signals or radio communications between airport and aircraft, make it difficult for pilots to distinguish between the airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft intending to use the Austin-Bergstrom Airport. Height limitations and incompatible uses with each Airport Overlay zone are established in the Airport Overlay Ordinance.

## 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: C14-2015-0127

Contact: Wendy Rhoades, 512-974-7719

Public Hearings: October 20, 2015, Zoning and Platting Commission  
November 12, 2015, City Council

Guadalupe Alonzo  
Your Name (please print)

☐ I am in favor  
☒ Object

4932 Lexington meadow Ln.

Your address(es) affected by this application

Guadalupe Alonzo

Signature

Oct. 13, 2015  
Date

Daytime Telephone: 512-308-2622

Comments: I fear expanding mobile home parks and mobile home subdivisions will lower our property values. we already deal with students from the High school parking in our neighborhood with their speeding and thrash throwing. This prevents the city street cleaning from taking place

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

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

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**Case Number: C14-2015-0127**

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**Public Hearings: October 20, 2015, Zoning and Platting Commission  
November 12, 2015, City Council**

Esther Alonzo  
 Your Name (please print)

4932 Lexington Meadows Ln  
 Your address(es) affected by this application

Esther Alonzo  
 Signature

512-551-8986  
 Daytime Telephone:

Oct 13, 2015  
 Date

☐ I am in favor  
☒ I object

Comments:

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

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 Planning & Zoning Department  
 Wendy Rhoades  
 P. O. Box 1088  
 Austin, TX 78767-8810