

ZONING CHANGE REVIEW SHEET

CASE: C14-2015-0047 – 2303-2311 Thornton Road

P.C. DATE: October 13, 2015

October 27, 2015

November 10, 2015

December 8, 2015

ADDRESS: 2303-2311 Thornton Road

DISTRICT AREA: 5

OWNER/APPLICANT: UT Land Company, Ltd/Jimmy Nassour

AGENT: Alice Glasco Consulting/Alice Glasco

ZONING FROM: CS

TO: CS-MU-V

AREA: 3.56 acres (155,117sq. ft.)

SUMMARY STAFF RECOMMENDATION:

Staff recommends commercial services- mixed use – conditional overlay (CS-MU-CO) combining district zoning.

The conditional overlay will limit the site to 2000 vehicle trips and 156 multi-family residential units and prohibit the following uses:

Adult-Oriented Business
Alternative Financial Services
Automotive – Washing/Sales
Bail Bonds
Campground
Construction Sales/Services
Drop-off Recycling Collection Facility
Equipment Repair Services
Exterminating Services
Pawn Shop Services
Service Station
Telecommunications Tower
Vehicle Storage

Improvements to Thornton Road include:

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

PLANNING COMMISSION RECOMMENDATION:

October 13, 2015: POSTPONEMENT to October 27 requested by staff.

October 27, 2015 POSTPONEMENT to November 10 requested by staff.

November 10, 2015: POSTPONEMENT to December 8 requested by applicant.

December 8, 2015 POSTPONEMENT to January 12, 2016 by S. Lamar NA.

DEPARTMENT COMMENTS:

The subject property is a 3.561 acre tract which is partially vacant and developed with an industrial park located at 2309 Thornton Road south of the intersection with West Oltorf Street. It is part of the Fredericksburg Road Acres Subdivision and located within the South Lamar Neighborhood Planning Area. The tract was zoned commercial in nineteen hundred sixty nine (1969) and the industrial park serves a mixture of art studios, commercial kitchen, recording studio, music schools, crossfit gym, automotive repair, computer repair and other commercial services.

The applicant has requested CS-MU-V zoning and is proposing to construct a mixed use project with 212 residential units. If the "V" is granted, 10% of the units will be affordable at 60% median family income (mfi). The mixed use component will be Live/Work units. A residential use is not allowed under the current CS zoning district. The property is located within the South Lamar Neighborhood Planning (SLNP) area. The SLNP does not have an adopted plan at this time so a plan amendment is not required.

Surrounding properties include: single family residence (SF-3) to the north, mobile home park (CS) across the railroad tracks to the east, industrial park (CS) to the south and single and multi-family (SF-3 & MF-2) to the west. The project will be subject to compatibility standards.

Staff is recommending CS-MU combining district zoning. Staff does not support adding the "V" for Vertical Mixed Use as Thornton Road is not a core transit corridor where "V" is intended. Staff is supportive of allowing mixed-use at this site with consideration of the transportation capacity of Thornton Road. A Neighborhood Traffic Analysis (NTA) has been performed. The NTA (attached) identified the Thornton Road/W. Oltorf Street intersection as a limiting factor for traffic capacity. The NTA supported the initially requested 218 units with the following improvements to Thornton Road: widening of Thornton Road within 200 feet of West Oltorf Street to allow two outbound east and west turn lanes to West Oltorf Street and one in bound lane to Thornton Road, a sidewalk from West Oltorf to the subject property, a pedestrian hybrid beacon on W. Oltorf and restricting parking along the widened portion of Thornton Road.

However, the NTA did not consider the vehicle trips generated by the Thornton Apartments, a permitted multi-family project at 2501 Thornton Road currently under construction (104 units). Because of this, Austin Transportation Department (ATD) staff requested an additional traffic study to focus on the Thornton Road/W. Oltorf intersection to determine if it warranted a traffic signal. The traffic study (attached) supported a future traffic signal at

212 units with the proposed improvements recommended in the NTA. They will improve the safety and mobility for all users and fill much needed gaps in sidewalk connectivity. ATD supports the required improvements if additional units are added to Thornton Road with this zoning case. 212 units would require VMU which zoning staff cannot support therefore staff is recommending restricting the site to 156 multi-family units.

This case also required an Educational Impact Statement by Austin Independent School District (attached). The impact of this development was evaluated based on the applicant's initial request for 218 units and showed projected enrollment would only force Zilker Elementary above its target range. However, this is because 1/3 of the students at Zilker Elementary are transfer students so the net effect would be the enrollment of transfers would decrease.

ISSUES: Adjacent residents and the SLNA have expressed concerns about the additional vehicle trips generated by the proposed development. There has also been concern raised regarding watershed/flooding issues in the area. Zoning staff are supportive of the additional units based on ATD staff concurring the recommended improvements to Thornton road mitigate the resulting impact and provide a better level of service to the intersection as well as all users of Thornton road.

Watershed Protection staff have been engaged in the discussion. There is an existing watershed study for this area. One possible scenario is using the undeveloped portion of the property as a regional water detention facility. Watershed staff have stated they do not have the funds to purchase the property or construct the detention facility.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	CS	Vacant/Industrial park
<i>North</i>	SF3	Single Family residential
<i>South</i>	CS	Business Park
<i>East</i>	CS	Mobile Home Park
<i>West</i>	SF3 & MF2	Single family & Townhouses

NEIGHBORHOOD PLANNING AREA:

South Lamar NPA

WATERSHED: West Bouldin Creek

TIA or NTA: NTA (see attached)

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: No

HILL COUNTRY ROADWAY: No

NEIGHBORHOOD ORGANIZATIONS:

Austin Heritage Tree Foundation
 Austin Independent School District
 Austin Neighborhoods Council
 Bike Austin

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

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

CASE HISTORIES:

NUMBER	REQUEST	PLANNING COMMISSION	CITY COUNCIL
C14-69-208	A to C	C	C

RELATED CASES:

NUMBER	REQUEST	PLANNING COMMISSION	CITY COUNCIL
C14-06-0220 2206-2210 Thornton Rd	SF-5-CO to SF-4B-CO	SF-4B-CO	SF-4B-CO
C14-86-092 2401-2405 Thornton Rd	A to MF-2	MF-2	MF-2
C14-74-003 2313-2315 Thornton Rd	A to C	C	C
C14-67-158 2214 Thornton Rd	A to BB	BB	BB
C14-67-41 2401-2411 Thornton Rd	A to BB & A to C	BB & C	BB & C

EXISTING STREET CHARACTERISTICS:

NAME	ROW	PAVEMENT	CLASSIFICATION	BICYCLE PLAN	CAPITAL METRO
Thornton Rd	Varies	28'-30'	Collector	No	No

CITY COUNCIL DATE:

ACTION:

ORDINANCE READINGS: 1st 2nd 3rd

ORDINANCE NUMBER:

CASE MANAGER: Andrew Moore

PHONE: 512-974-7604

EMAIL:

Andrew.moore@austintexas.gov

STAFF RECOMMENDATION

Staff recommends commercial services - mixed use – conditional overlay (CS-MU-CO) combining district zoning.

BASIS FOR RECOMMENDATION

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

The site currently has commercial services (CS) zoning and mixed use is intended to provide for and encourage development and redevelopment that contains a compatible mix of residential and nonresidential uses within close proximity to each other, rather than separating uses.

2. *Zoning changes should promote compatibility with adjacent and nearby uses.*

The subject tract was zoned commercial in nineteen hundred and sixty-nine. The proposed mixed-use project fits with the existing and adjacent commercial and surrounding residential uses. The project would be subject to compatibility standards.

3. *Zoning should promote a transition between adjacent and nearby zoning districts, land uses, and development intensities.*

The mixed use component of this project provides a transition from the single-family uses to the adjacent commercial uses.

4. *The rezoning should be consistent with the policies and principles adopted by the City Council or Planning Commission.*

The zoning request is located in an area without an adopted neighborhood plan. The redevelopment of existing commercial site to a mixed use (commercial and residential) is supported by *Imagine Austin*.

EXISTING CONDITIONS**Site Characteristics**

The subject property is a 3.56 acre tract approximately half of which is undeveloped and the remainder is an industrial park located on Thornton Road south of the intersection with West Oltorf Street. Thornton Road is considered a neighborhood collector with approximately 28-30 feet of pavement. The uses along Thornton are a mix of single family (SF3) multi-family and commercial. The subject property backs to the Missouri- Pacific railroad and is impacted by West Bouldin Creek tributary setbacks as well as compatibility.

Impervious Cover

<i>Development Classification</i>	<i>% of Gross Site Area</i>	<i>% of Gross Site Area 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%

The maximum impervious cover allowed in the CS-MU zoning district is 95%. Note: The most restrictive impervious cover limit applies. Per Ordinance 20141211-200 this site will be required to reduce peak stormwater flow by an additional 10%.

NPZ Comprehensive Planning Review - Kathleen Fox 512-974-7877

CS to CS-MU-V

This zoning case is located on the east side Thornton Road on a property that contains two rows of connected metal warehouses and vacant land. This rezoning is not located within the boundaries of an area with an **adopted** neighborhood plan but is within the South Lamar Combined Planning Area. Surrounding land uses include single family housing to the north, an auto repair shop to the south, an easement and mobile home park to the east, and residential housing the west. The proposal is to rezone 3.56 acres to construct a mixed use project, which will contain 218 residential units or 61.22 units per acre.

Imagine Austin

The comparative scale of this site relative to other residential uses in this area, as well as the site not being located along an Activity Corridor or within an Activity Center, falls below the scope of Imagine Austin, which is broad in scope, and consequently Imagine Austin is neutral on this proposed residential rezoning. However, the residents of this mixed use project could either be better or worse off based following the City of Austin's current Land Development Code, depending what options they choose to include in this project. The Land Development Code has not been amended to reflect the values and policies of Imagine Austin, which promotes compact and connected communities. We recommend that the

developer design this project so that it is connected to the adjoining residential neighborhood to be an asset to both the city **and support Imagine Austin** by adding the following features: add street trees, and install a shared path or sidewalk along their portion of Thornton Road so residents can access the shopping center located in the vicinity and along S. Lamar Blvd.

NPZ Environmental Review - Mike McDougal 512-974-6380

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the West Bouldin Creek Watershed of the Colorado River Basin, which is classified as an Urban Watershed by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.
2. Zoning district impervious cover limits apply in the Urban Watershed classification.
3. According to floodplain maps there is a floodplain within or adjacent to the project location. Based upon the location of the floodplain, offsite drainage should be calculated to determine whether a Critical Water Quality Zone exists within the project location.
4. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.
5. Numerous trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 974-1876. At this time, site specific information is unavailable regarding other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.
6. This site is required to provide on-site water quality controls (or payment in lieu of) for all development and/or redevelopment when 8,000 s.f. cumulative is exceeded, and on site control for the two-year storm.
7. At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

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

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

TR2. A traffic impact analysis was waived for this case because the applicant agreed to limit the intensity and uses for this development. If the zoning is granted, development should be limited through a conditional overlay to less than 2,000 vehicle trips per day. [LDC, 25-6-117]

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

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

TR5. Capital Metro bus service is not available along Thornton Road. However, Capital Metro Service is available within ¼ mile of this site on Oltorf and S. Lamar.

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

TR7. Existing Street Characteristics:

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

AWU-Utility Development Service Review - Neil Kepple - 512-972-0077

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

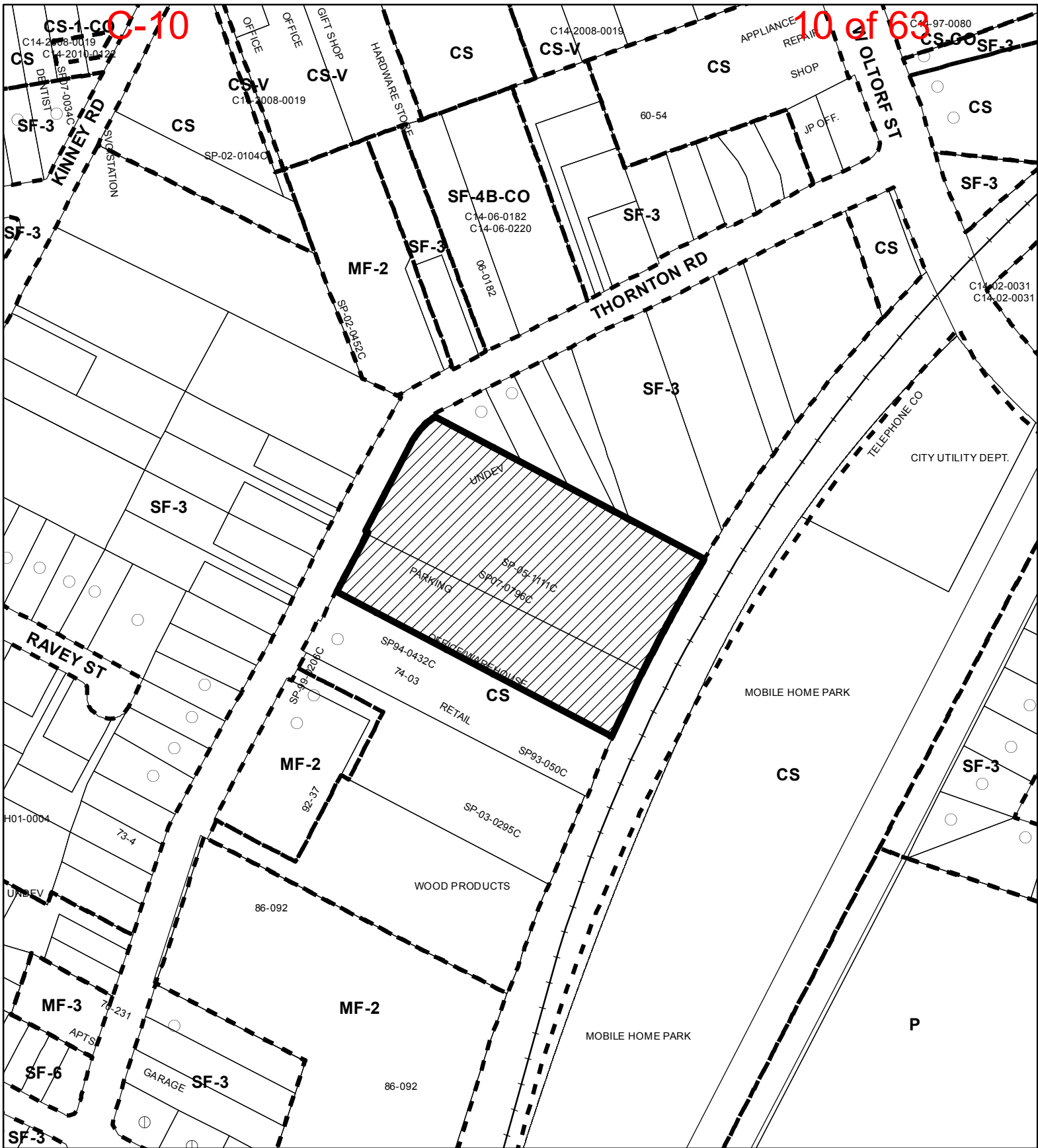
Storm Water Detention




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

NPZ Site Plan Review - Scott Grantham - 512-974-2942
--

COMPATIBILITY STANDARDS

- SP 1 There are Single Family houses directly adjacent to the site to the north (zoned SF-3) and approximately 60 feet to the west (zoned SF-3) across Thornton Road. Along the north and west property lines, 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.
 - 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.
 - For a structure more than 100 feet but not more than 300 feet from property zoned SF-5 or more restrictive, 40 feet plus one foot for each 10 feet of distance in excess of 100 feet from the property zoned SF-5 or more restrictive.
 - An intensive recreational use, including a swimming pool, tennis court, ball court, or playground, may not be constructed 50 feet or less from adjoining SF-3 property.
 - Additional design regulations will be enforced at the time a site plan is submitted.
- SP 2 Site plans will be required for any new development other than single-family or duplex residential.
- SP 3 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.



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

ZONING

CASE#: C14-2015-0047

1" = 200'

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.





C-10

11 of 63

ZONING

ZONING CASE#: C14-2015-0047
 LOCATION: 2303 -2309 Thornton Road
 SUBJECT AREA: 3.56 ACRES
 MANAGER: Andrew Moore



N

1' = 400'

SUBJECT TRACT

ZONING BOUNDARY

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



MEMORANDUM

TO: Andrew Moore, Zoning Case Manager
CC: Leslie Pollack, P.E., Anna Martin, P.E., Scott Gross, P.E.,
FROM: Ivan J. Naranjo, Senior Transportation Planner, DSD
DATE: September 15, 2015
SUBJECT: Neighborhood Traffic Analysis for Thornton Road
 Zoning Case: UT Land Company (C14-2015-0047)

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

The subject 3.6-acre tract is proposed as a residential multifamily development to consist of 218 residential units which include live-work units. The site is located in south Austin along the east side of Thornton Road at approximately 950 feet from the intersection with W. Oltorf Street. The site is currently zoned CS and the requested change is to CS-MU-V zoning. The project site currently exists as two tracts with the larger one being undeveloped land and the smaller one is developed with land uses that include warehousing and industrial offices. The properties surrounding this development include CS, MF-3, MF-2, and SF-3 zoning along with various existing land uses that include industrial, office/warehouse, commercial/retail, multi-family, mobile home park, and single-family residences. Thornton Road borders the west side of this site and the Missouri Pacific railroad creates the eastern border. The proposed development will have vehicular access to Thornton Road.

Roadways

Thornton Road is classified as a residential collector with varying right-of-way and a 30-ft. pavement section. Thornton Road extends for approximately ½ mile starting at W. Oltorf Street on the north and ending at Waterloo Trail on the south. Based on recent traffic counts taken by GRAM Traffic, Inc., Thornton Road carries approximately 1,766 vehicles per day. According to the Transportation Criteria Manual (TCM), the typical average daily traffic (ADT) for a residential collector built with standard curb and gutter and a 40' pavement section ranges from 500 to 3,000 vehicles per day.

Trip Generation and Traffic Analysis

Based on the ITE's publication Trip Generation Rates (9th Edition), the proposed development is estimated to generate approximately 1,267 vehicle-trips per day (vpd). However, the existing land uses (ITE 110 & ITE 150) generate approximately 217 vehicle-trips per day and thus the net increase in traffic for the proposed development is estimated to be approximately 1,050 vehicle-trips per day.

Trip Generation			
LAND USE	ITE Code	SIZE	VPD
Residential Condo	230	218 Units	1,267
TOTAL			1,267

Based on the proposed 218 units for this development, the following table contains the estimated number of vehicle-trips per day that will affect Thornton Road:

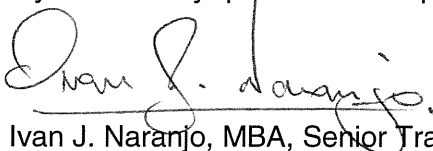
Street	Existing Traffic (vpd)	Net Site Traffic(vpd)	Total Traffic after Project (vpd)
Thornton Rd.	1,766	1,050	2,816

Section 25-6-116 of the Land Development Code specifies the desirable operating levels for streets with various pavement widths. Based on this, a street with a pavement width of 30 feet should not exceed 1,800 vehicles per day (vpd) in order to continue to operate at a desirable level. The existing traffic on Thornton Road does not exceed the 1,800 vpd identified in LDC, 25-6-116. However, the traffic along Thornton Road is estimated to exceed the requirements of this section by 1,016 vpd due to the proposed development at full build-out.

Conclusions

1. The neighborhood traffic analysis (NTA) was prepared by the Development Services Dept. and the Austin Transportation Dept. Based on the results of the NTA, please find the following recommendations to mitigate the traffic that will be generated by the proposed development:
2. This site should be limited through a conditional overlay to a maximum of 218 residential units. With this limit, the projected traffic along Thornton Road is not expected to increase over 3,000 vehicles per day and would be within the criteria established in the TCM. All improvements should be completed prior to the issuance of Certificates of Occupancy.
3. Recommend the widening of Thornton Road within 200' of W. Oltorf Street. The recommended cross section for the widened roadway will allow for 1-14' inbound land and 2-10' outbound lanes (See Exhibit). The road widening would allow separating right and left turn movements onto Oltorf and improve operations as right-turning vehicles that are more likely to find gaps in opposing traffic will not be delayed by left-turning vehicles. As shown in the exhibit, the recommended widening would occur on the west side of Thornton Road and the developer would be responsible for the road widening construction costs plus obtaining any additional right-of-way if needed.
4. Recommend installing sidewalks along the west and east sides of Thornton Road, connecting the proposed development with existing pedestrian and transit facilities along W. Oltorf Street.
5. Recommend to restrict parking along Thornton Road within 200' of the intersection with W. Oltorf. Further parking restrictions to one side of Thornton Road may be necessary to allow sufficient width for vehicles to travel in both directions when the parking is occupied. Neighborhood support would be required for these parking modifications.
6. Recommend installation of a pedestrian hybrid beacon on W. Oltorf Street, just west of Thornton Road (exact location to be determined at site plan). This recommended improvement is to facilitate safe pedestrian crossing to access the existing Cap Metro bus stop on W. Oltorf Street.
7. The City Council may approve a zoning application if it is determined that the applicant has satisfactorily mitigated adverse traffic effects on the residential collector street.

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



Ivan J. Naranjo, MBA, Senior Transportation Planner

Development Services Department ~ Land Use Review Division

Thornton Traffic Study

Austin, Texas
November 25, 2015

Thornton Traffic Study

Austin, Texas
November 25, 2015

Prepared for

Oden|Hughes, LLC.

Prepared by

HDR Engineering, Inc.

Texas P.E. Firm Registration No. F-754

504 Lavaca Street, Suite 1175

Austin, Texas 78701 USA

Telephone 512 904-3700

Facsimile 512 904-3773

Website: hdrinc.com



Introduction

HDR Engineering, Inc. has been retained by Oden Hughes, LLC to perform a traffic study for a proposed development (Zoning Case C14-2015-0047) in Austin, Texas, located at 2303 and 2309 Thornton Road, south of Oltorf Street as shown in Figure 1. The development is proposed to consist of 212 apartment dwelling units and is expected to open in 2017. Parking for residents and guests of the apartments will be served on site. Access to the development is proposed via one driveway on Thornton Road. The property is currently improved with 39,622 square feet of industrial park. Additional industrial park development is anticipated for the site if the zoning change is not approved.

Existing Thoroughfare System

Thornton Road – Thornton Road currently operates as a 2-lane undivided roadway with a speed limit of 25 mph. According to traffic count data collected on June 2, 2015, the traffic volume on Thornton Road is approximately 2,600 vehicles per day (vpd) south of Oltorf Street. It should be noted that AISD was in session during the data collection. The City of Austin classifies Thornton Road as a Collector Street as it exhibits traffic volumes and the operational characteristics of a collector as defined by the City of Austin Transportation Criteria Manual. However, the existing roadway width (approximately 28' to 30') and right-of-way width (varies 50' - 60') is closer to that of a Local Street. City of Austin design criteria for these street classifications are included in the Appendix. Parking is currently allowed on both sides of the street with the exception of approximately 100' on the east side of Thornton Road along the existing roadway curve. Vehicles park along both sides of Thornton Road essentially narrowing the street to one travel lane.

Additional details on traffic volumes are provided in Table 1. Complete traffic count information is included in the Appendix.

Table 1.

June 2015 Existing Traffic Volume Summary: Thornton Road, South of Oltorf Street

	Daily (vehicles)	AM Peak (vehicles)	PM Peak (vehicles)
Northbound	1,271	114	97
Southbound	1,359	48	94
Total	2,630	162	191

City of Austin Roadway Volume Threshold

Section 25-6-116 of the City of Austin Land Development Code defines volume thresholds for desirable operating levels for streets with various pavement widths. A street with a pavement width of 30 feet should not exceed 1,800 vpd to remain operating at the City's defined desirable level. The existing volume on Thornton Road is 2,630 vpd. Therefore, Thornton Road is currently over the City's defined threshold by 830 vpd. The results are summarized in Table 2.

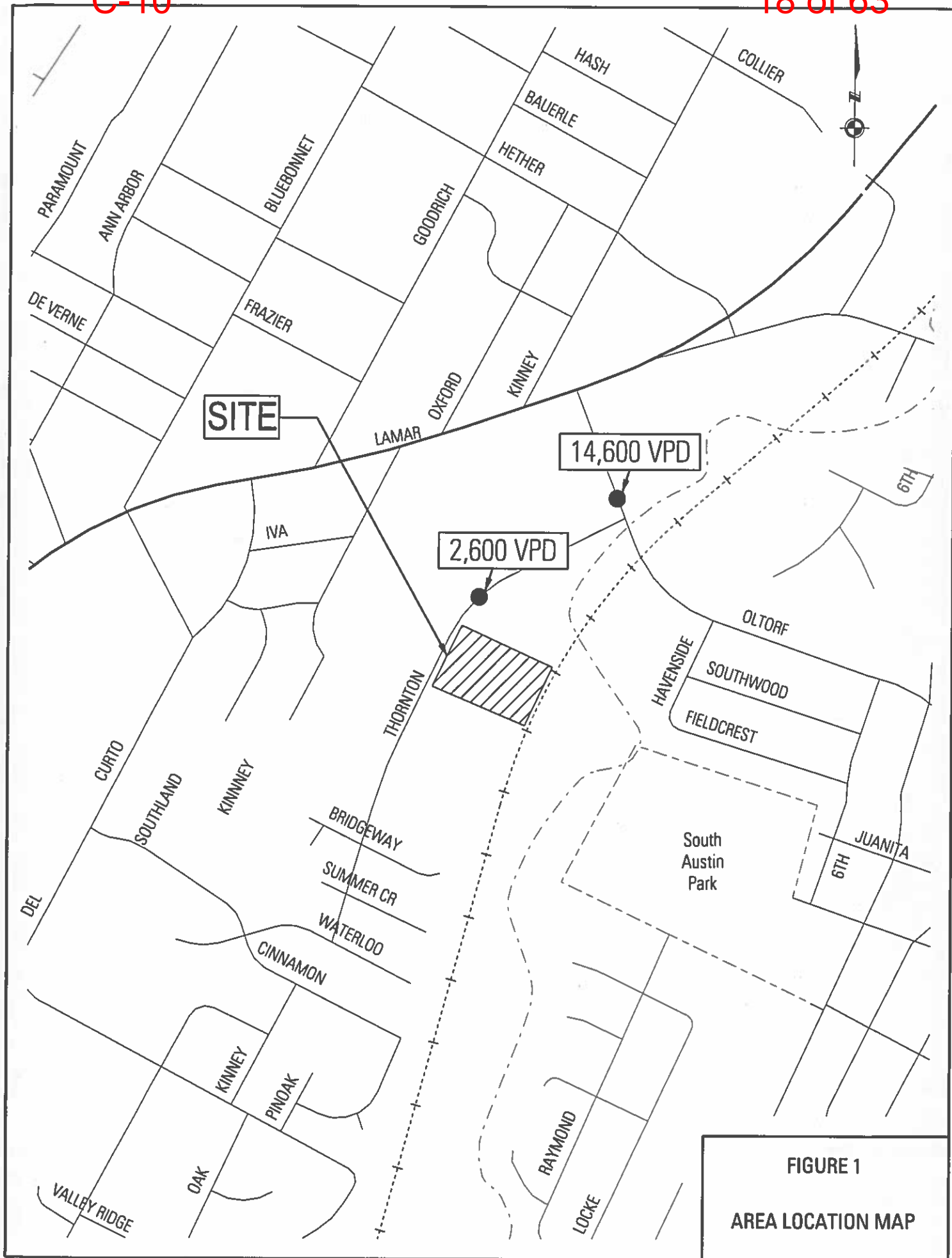


Table 2.*Daily Traffic Volume Threshold Analysis: Thornton Road, South of Oltorf Street*

	Average Daily Traffic (vpd)
Existing Volume	2,630
Threshold for Pavement Width 30' to less than 40'	1,800
Daily Volume Over Threshold	830

Oltorf Street – Oltorf Street operates as a 4-lane undivided arterial in the vicinity of the site. According to traffic count data collected on June 2, 2015, the traffic volume on Oltorf Street is approximately 14,600 vehicles per day (vpd) west of Thornton Road. This roadway has a speed limit of 35 mph in the vicinity of the project site.

Transit – Capital Metro route 331 provides service along Oltorf Street in the vicinity of Thornton Road. The eastbound and westbound bus stops for the route 331 bus are located just west of the intersection of Thornton Road and Oltorf Street. No transit reductions were assumed for this project to provide a conservative analysis.

Existing Site Conditions

The existing land use on the site is industrial park. Table 3 provides a detailed summary of existing traffic production. These values are based on national averages, provided by the Institute of Transportation Engineers' Trip Generation, 9th Edition.

Table 3.*Summary of Unadjusted Daily and Peak Hour Trip Generation for Existing Land Use*

Land Use	Size	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Industrial Park	39,622 SF	876	37	8	13	48

Proposed Site Trip Generation

Based on recommendations and data contained in the Institute of Transportation Engineers' Trip Generation, 9th Edition, the proposed project will generate approximately 1,408 unadjusted daily trips upon build-out in 2017. Table 4 provides a detailed summary of traffic production, which is directly related to the assumed land use plan.

Table 4.*Summary of Unadjusted Daily and Peak Hour Trip Generation for Proposed Land Uses*

Land Use	Size	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Apartment	212 DU	1,408	22	86	87	47

Traffic Analysis

The impact of the proposed development on Thornton Road and Oltorf Street was analyzed. Two (2) time periods and three (3) travel conditions were evaluated:

- 2015 Existing Conditions
- 2017 Forecasted (without Site) Conditions
- 2017 Site Plus Forecasted Conditions

Based on historical 24-hour traffic counts obtained from TxDOT, a 1.5% annual growth rate was assumed for the study. In addition, the following projects were included as background traffic under forecasted (without site) traffic conditions:

- Thornton Apartments (SP-2013-0278C.SH)
 - 104 Apartment Dwelling Units
- Future Development at Lamar Boulevard and Oltorf Street (TBD)
 - 10,675 SF of General Light Industrial
 - 7,152 SF of Specialty Retail Center
 - 20,185 SF of Shopping Center
 - 32,366 SF of General Office Building

Roadway Threshold Analysis

To provide an evaluation of the impact of the site on Thornton Road, a comparison of traffic volumes and City of Austin operational thresholds based on roadway classifications was completed. It should be noted that the operation of Thornton Road are primarily defined by the peak hours and the constraint points at the stop-controlled intersection of Thornton Road and Oltorf Street. Table 5 provide a summary of the average daily traffic volumes for existing and forecasted (without site) conditions. Table 6 incorporates the proposed development and documents site plus forecasted conditions.

Table 5.

Average Daily Traffic – Forecasted (without site) Traffic Conditions

Scenario	Average Daily Traffic (vpd)
2015 Existing	2,630
2017 Existing with Growth	2,709
Thornton Apartments Development	754
2017 Forecasted	3,463
Daily Volume Over Threshold	1,663

As shown in Table 5, Thornton Road is expected to operate with average daily traffic volumes of approximately 3,500 vpd in 2017. Thornton Road will exceed the City's operating threshold of a 30' roadway (1,800 vpd) by 1,663 vpd. 2017 traffic volumes are in line with operations of a Neighborhood Collector (2,000 – 6,000 vpd).

Table 6.***Average Daily Traffic – Site Plus Forecasted Traffic Conditions***

Scenario	Average Daily Traffic (vpd)
2015 Existing	2,630
2017 Existing with Growth	2,709
Thornton Apartments Development	754
Existing Site	(876)
Site	1,408
2017 Site + Forecasted	3,995
Daily Volume Over Threshold	2,195

With the addition of traffic due to annual growth, surrounding developments, and the proposed development, Thornton Road's traffic volumes will continue to fall within the range of a Neighborhood Collector (2,000 – 6,000 vpd). Thornton Road will exceed the City's operating threshold of a 30' roadway (1,800 vpd) by 2,195 vpd. The City of Austin's LDC 25-6-116 recommends a 40' section for streets with traffic volumes up to 4,000 vpd.

To mitigate the increased volumes in accordance with LDC Sec. 25-6-141(C), the development is proposing widening of Thornton Road to a 34' section within 200' of the Oltorf Street intersection in addition to other infrastructure improvements (pedestrian safety, intersection operations, and parking), as discussed in more detail on pages 7 and 8.

Intersection Analysis

While daily traffic volumes provide a planning level view of corridor operations, the evaluation of intersections along the corridor provide a more detailed, quantitative analysis of peak-hour operations. Two types of intersections to be evaluated are signalized and unsignalized, which use different criteria for assessment of operating levels.

Signalized Intersection Level of Service

Signalized intersection LOS is defined in terms of delay, which is a direct and/or indirect measure of driver discomfort, frustration, fuel consumption, and lost travel time. The levels of service have been established based on driver acceptability of various delays. The City of Austin considers overall intersection levels of service A to D to be acceptable, while overall LOS of E and F is unacceptable. Table 7 summarizes the levels of service that are appropriate for different levels of average control delay, and a qualitative description for each.

Table 7.*Signalized Intersection: Level of Service Measurement*

Level of Service	Control Delay Per Vehicle (sec)	Qualitative Description
A	< 10	Good progression and short cycle lengths
B	> 10 and < 20	Good progression or short cycle lengths, more vehicle stops
C	> 20 and < 35	Fair progression and/or longer cycle lengths, some cycle failures
D	> 35 and < 55	Congestion becomes noticeable, high volume to capacity ratio
E	> 55 and < 80	Limit of acceptable delay, poor progression, long cycles, and/or high volume
F	> 80	Unacceptable to drivers, volume greater than capacity

Unsignalized Intersection Level of Service

Unsignalized intersection LOS is defined in terms of average control delay and, in some cases, v/c ratio. Control delay is that portion of total delay attributed to traffic control measures, either traffic signals or stop signs. Table 8 shows the relationship between the average control delay and the LOS. The LOS range for unsignalized intersections is different than that for signalized intersections. This difference is due to the fact that drivers expect different levels of performance from different kinds of transportation facilities.

Table 8.*Unsignalized Intersection: Level of Service Measurement*

Level of Service	Control Delay Per Vehicle (sec)
A	< 10
B	> 10 and < 15
C	> 15 and < 25
D	> 25 and < 35
E	> 35 and < 50
F	> 50

This study analyzed the intersection of Thornton Road and Oltorf Street, the primary access point for vehicles entering and exiting the development. This intersection is a T-intersection with Thornton Road operating as the stop-controlled approach. The intersection of Thornton Road and Oltorf Street was then analyzed with recommended improvements which include widening Thornton Road to separate right-turn and left-turn movements at Oltorf Street, and installing a signal at the intersection of Thornton Road and Oltorf Street. The results are summarized in Tables 9 and 10. Additional detail on each of these improvements follows.

Table 9.

Minor-Street Approach Level of Service and Delay (sec/veh) at Thornton Road and Oltorf Street

Approach	2015 Existing		2017 Forecasted (Without Site)		2017 Site + Forecasted		2017 Site + Forecasted with Widening		2017 Site + Forecasted with Signal and Widening	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Northbound Thornton	B	F	C	F	C	F	C	F	A	B
	13.2	61.8	15.8	221.6	23.0	758.0	16.4	453.5	8.2	15.7

As shown in Table 9, the intersection of Thornton Road and Oltorf Street has an overall Level of Service (LOS) F in the PM peak period under 2015 existing, 2017 forecasted, and 2017 site plus forecasted traffic conditions. **Widening Thornton Road to provide two outbound lanes will improve reduce northbound delays at the intersection. Additionally, installation of a traffic signal significantly reduces delays and improves the Thornton Road operations from LOS C and F under 2017 Forecasted (without site) traffic conditions to LOS A and B under 2017 Site plus Forecasted traffic conditions in the AM and PM peak periods, respectively.**

Table 10.

Minor-Street Movement Service Measurements at Thornton Road and Oltorf Street

Movement	2017 Site + Forecasted with Widening		2017 Site + Forecasted with Signal and Widening	
	Level of Service / Delay (sec/veh)			
	AM	PM	AM	PM
Northbound Left Turn Thornton	C	F	B	C
	24.1	743.0	13.2	21.6
Northbound Right Turn Thornton	B	B	A	A
	10.9	12.9	4.6	6.8
	95 th Percentile Queue Length			
	AM	PM	AM	PM
Northbound Left Turn Thornton	34 feet	264 feet	46 feet	70 feet
Northbound Right Turn Thornton	16 feet	12 feet	28 feet	22 feet

Table 10 highlights the major source of intersection delay as the northbound left-turn movement from Thornton Road onto Oltorf Street. Installation of a traffic signal improves northbound left-turn operations from LOS C and F under 2017 Site plus Forecasted with Widening to LOS B and C under 2017 Site plus Forecasted with Signal and Widening during the AM and PM peak periods, respectively. Correspondingly, the northbound left-turn delays reduce from 743.0 seconds per vehicle under 2017 Site plus Forecasted with Widening to 21.6 seconds per vehicle under 2017 Site plus Forecasted with Signal and Widening during the PM peak period. Queue lengths are provided as guidance for the required length of widening.

Signal Warrant Analysis

To determine the need for a traffic signal at the intersection of Thornton Road and Oltorf Street, a peak hour signal warrant analysis (Warrant 3) was completed based on 2015 existing, 2017 forecasted (without site), and 2017 site plus forecasted conditions. Based on the analysis, Warrant 3 is met under 2017 site plus forecasted condition at the study intersection. A summary of the warrant analysis results are shown in Figure 2.

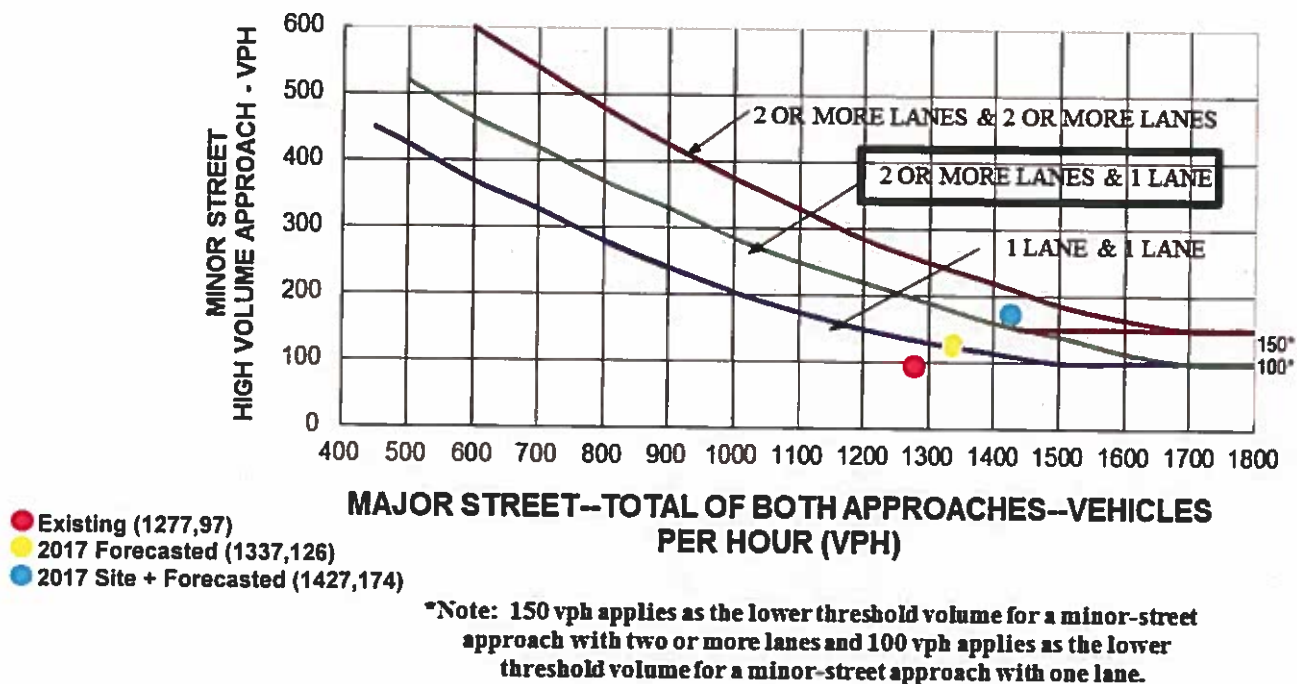


Figure 2: Peak Hour Volume Warrant. (Warrant 3)

Recommendations

Roadway and Intersection Operations

The stop-controlled Thornton Road approach currently operates at LOS F in the PM peak period. Delays are experienced by both left-turning and right-turning vehicles approaching Oltorf Street. Delays can be extended when trains are present on the adjacent railroad track. Separating right-turn and left-turn movements will result in improved operations as right-turning vehicles that are more likely to find gaps in opposing traffic and will not be delayed by left-turning vehicles. To separate right-turn and left-turn movements at Oltorf Street, it is recommended that Thornton Road be widened to a 34'-section within 200' of the intersection of Oltorf Street. The recommended cross-section for the widened roadway width will allow for 1-14' inbound lane and 2-10' outbound lanes. Widening of Thornton Road will reduce approach delays and improve the northbound right-turn operations from LOS F to LOS B during both the AM and PM peak periods. More specifically, the roadway widening reduces the northbound right-turn delay from 221.6 seconds per vehicle under 2017 Forecasted (without site) traffic conditions to 12.9 seconds per vehicle under 2017 Site + Forecasted with Widening traffic conditions during the PM peak period. Parking would need to be restricted within 200' of the intersection. Figure 2 depicts the proposed roadway configuration along Thornton Road. As shown in Figure 2, the recommended widening could occur within the existing ROW.

Signalization

Based on the analysis, Warrant 3 is met under 2017 site plus forecasted condition peak hour at the study intersection. Installation of a traffic signal significantly reduces delays and improves the Thornton Road operations from LOS C and F under 2017 Forecasted (without site) traffic conditions to LOS A and B under 2017 Site + Forecasted Traffic Conditions with Signal and Widening in the AM and PM peak periods, respectively. Although a traffic signal would reduce delays, discussion with the City of Austin would be required due to the intersection's location in proximity of the railroad crossing on Oltorf Street. The signal should be coordinated with the signal at the intersection of Lamar Boulevard and Oltorf Street. Coordination with the Lamar Boulevard signal will allow for progression along Oltorf Street and will not impact Lamar Boulevard operations.

Parking

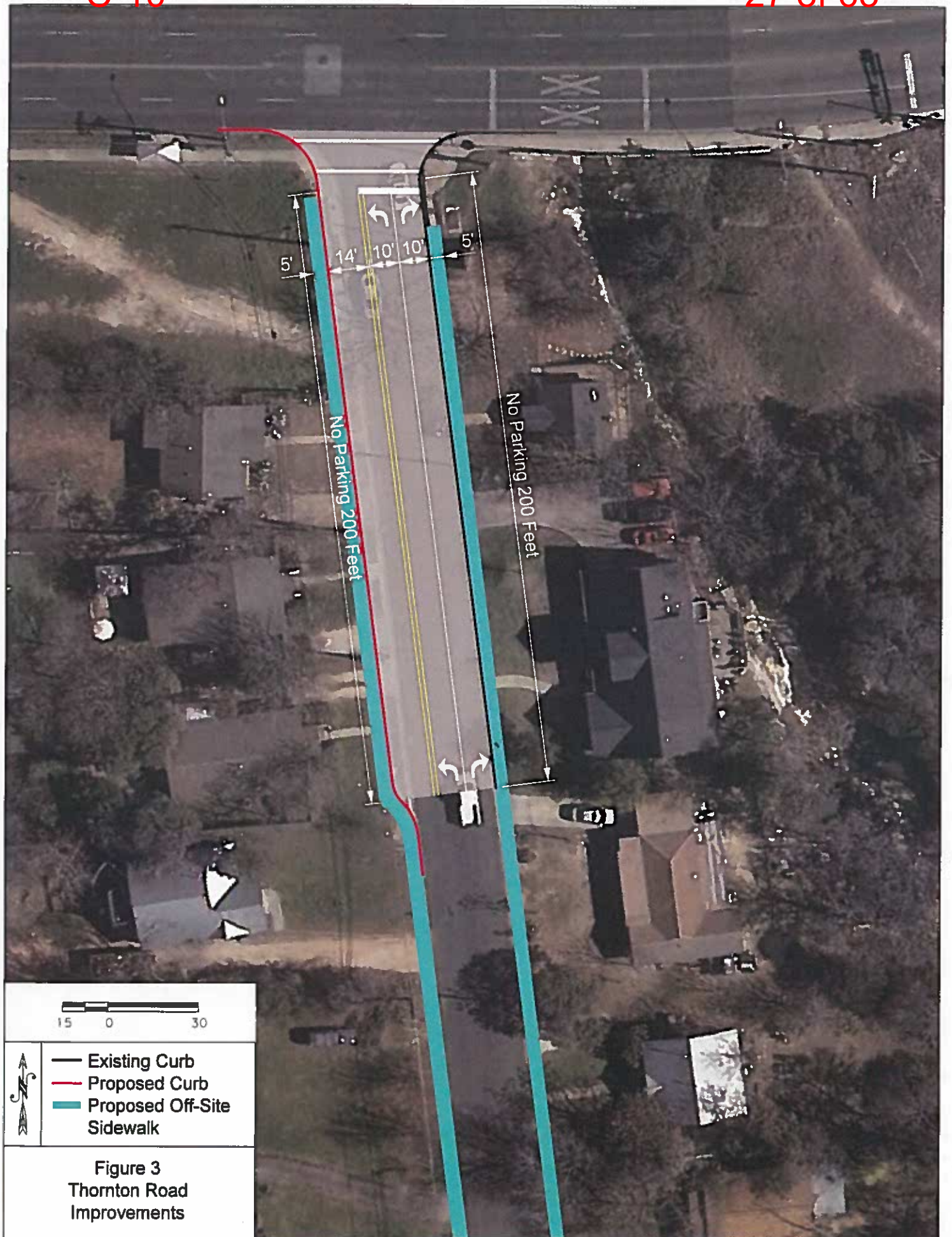
Residents are currently discussing residential parking permits along a portion of Thornton Road. This will reduce parking turnover and deter commercial parking for businesses on adjacent streets. Due to parking being a contributing source of the congestion along Thornton Road, it is recommended that parking be further restricted to one side of Thornton Road to allow sufficient width for vehicles to travel in both directions when the parking is occupied. Neighborhood support would be required for these parking modifications. Eliminating parking within 200' of Oltorf Street will allow for a two-lane approach to the intersection. It should be noted that an on-site parking garage and inset street-parking are proposed by the project which will accommodate residents and guests of the apartments. Figure 3 depicts the existing and proposed sidewalk infrastructure along Thornton Road.

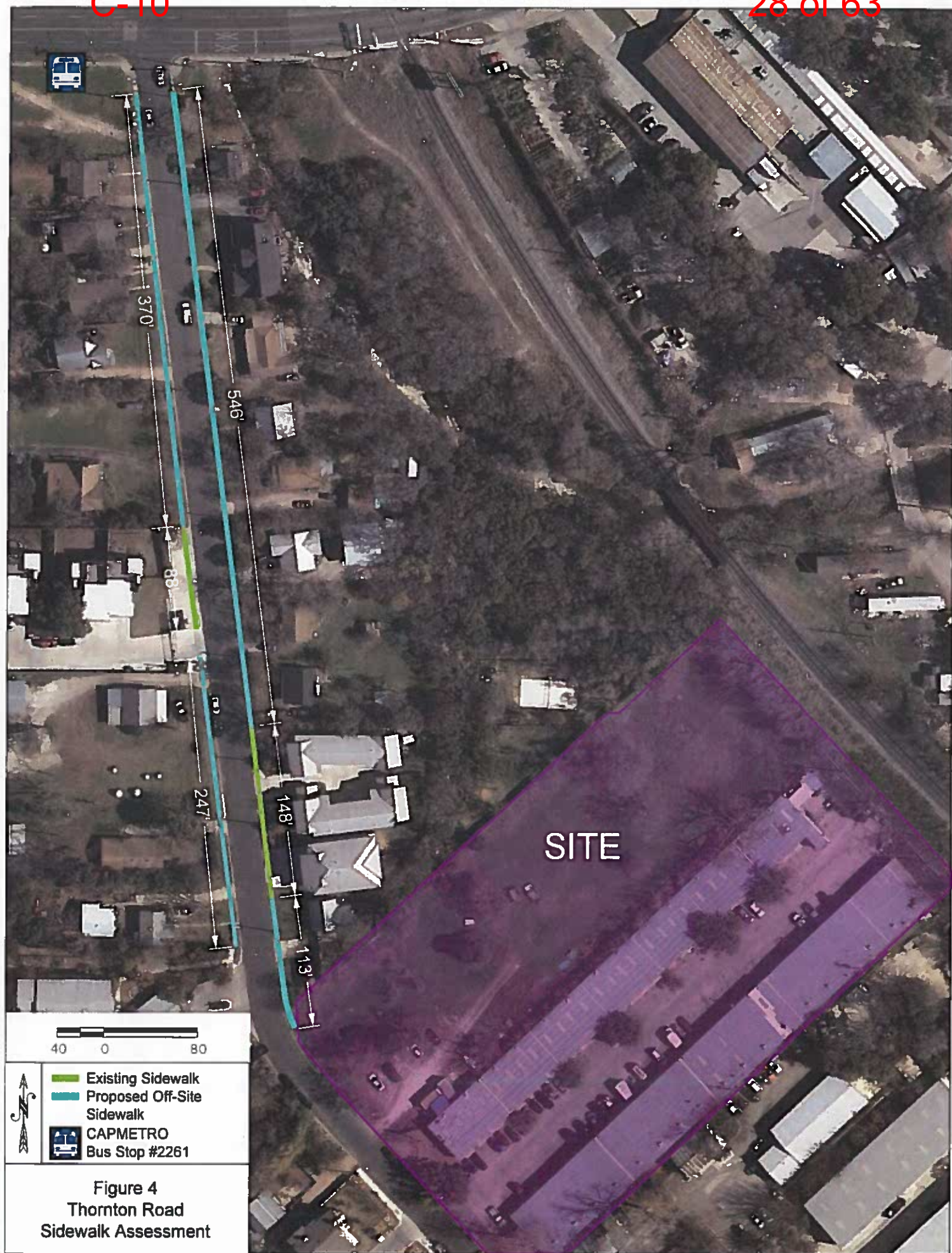
Pedestrian Safety

Sidewalk facilities are very limited on Thornton Road causing pedestrians to walk in the roadway. It is recommended that sidewalks be installed on Thornton Road, connecting the proposed development with existing pedestrian facilities along Oltorf Street, including the Capital Metro Bus Stop. This would improve pedestrian safety and increase connectivity which has the potential to decrease access to the site by automobile. It should be noted that the Thornton Apartments development to the south has plans to install sidewalks along the east side of Thornton Road. Sidewalks along the west side of Thornton Road should be installed with roadway widening.

As pedestrian volumes increase in the vicinity of the project area due to the proposed and surrounding developments, a Pedestrian Hybrid Beacon should be considered, across the east leg of Oltorf Street at Thornton Road to facilitate pedestrian crossings. The beacon should be installed when pedestrian and vehicular volumes in the field warrant installation. Guidelines for the Installation of Pedestrian Hybrid Beacons are provided in the Appendix. If a traffic signal is warranted and installed in the field, the pedestrian hybrid beacon would not be required.

The beacon and sidewalk access to Oltorf Street will create safer dedicated space for pedestrians and help to provide connectivity to local bus stops which have the potential to decrease access to the site by automobile.





Summary and Recommendations

Existing Thornton Road volumes do not fall within the desirable operating threshold defined by the City of Austin. Based on field observations, the most substantial contributors to the current operational issues are pedestrian safety, stopped delays at the Oltorf Street intersection, and the presence of on-street parking. These issues are proposed to be mitigated by the Developer in accordance with LDC Sec. 25-6-141(C), with the following recommended improvements. See excerpts of data from Tables 9 and 10 summarized below in Tables 11 and 12.

Pedestrian Safety

- Pedestrian improvements, including installation of sidewalks and a pedestrian hybrid beacon (if a traffic signal is not installed) are recommended to improve pedestrian safety and increase connectivity. These improvements have the potential to decrease access to the site by automobile.

Intersection Operations

- The stop-controlled approach of Thornton Road at Oltorf Street operates at LOS F under existing conditions.
- Widening the approach to provide two lanes will improve northbound right-turn operations from LOS C and F (Table 11) to LOS B (Table 12).
- Installation of a signal should be considered once warrants are met in the field. This will improve Thornton Road operations from LOS C and F to LOS B and C (Table 11). Discussion with the City of Austin would be required to obtain approval due to the intersection's location in proximity to the railroad crossing on Oltorf Street.

Roadway Operations

- The existing daily traffic volume of Thornton Road is 2,630 vehicles, exceeding the LDC 25-6-116 threshold of 1,800 vehicles for pavement widths 30 feet to less than 40 feet.
- The proposed development will add approximately 1,408 vehicles per day on Thornton Road for a total estimated 2017 traffic volume of 4,000 vehicles per day. This is within the City of Austin threshold for a Neighborhood Collector.
- Additional parking restrictions could provide for improved operations along Thornton Road and will require neighborhood support.
- Widening of the entire Thornton Road segment to the site to a 40'-section would be required to meet City of Austin's LDC 25-6-116 desirable operating thresholds. The roadway widening is not recommended; instead widening at the intersection is recommended to improve operations at this constraint point. Improved interactions between parked vehicles and through vehicles will be accomplished via the parking restrictions recommended. The recommended roadway section (widening to 34' within 200' of Oltorf Street, allowing 1-14' inbound lane and 2-10' outbound lanes) is in line with current agency trends to effectively utilize the roadway section for all modes and not to focus solely on vehicular throughput. Additionally, the limited widening reduces unintended consequences such as increased travel speeds along Thornton Road.

Table 11.*Minor-Street Approach Level of Service at Thornton Road and Oltorf Street*

Approach	2017 Forecasted (Without Site)		2017 Site + Forecasted with Signal and Widening	
	AM	PM	AM	PM
Northbound Thornton	C	F	A	B

Table 12.*Minor-Street Movement Level of Service at Thornton Road and Oltorf Street*

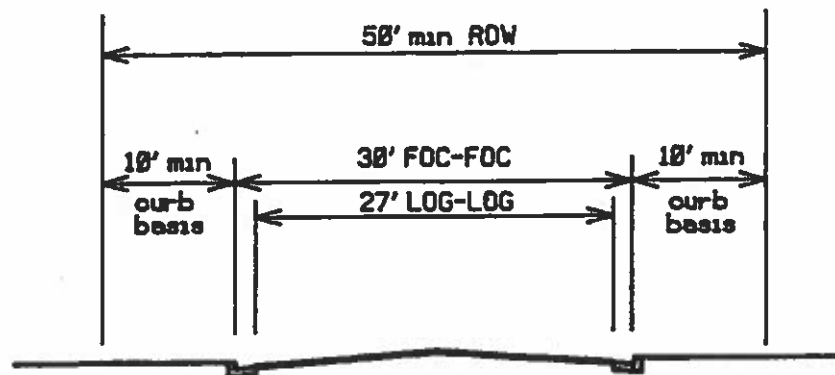
Movement	2017 Site + Forecasted with Widening		2017 Site + Forecasted with Signal and Widening	
	Level of Service / Delay (sec/veh)			
	AM	PM	AM	PM
Northbound Left Turn Thornton	C	F	B	C
Northbound Right Turn Thornton	B	B	A	A

Appendix A. Technical Addendum

Figure 1-22 Design Criteria For Local Streets (SF-1 or SF-2)

Typical ADT Range, less than 1000
 Design Speed, 25, 30 mph
 General Length, less than 1500'
 Minimum Centerline Radius, See Page 1-8
 Minimum Tangent Length Between Horizontal Curves, 50'
 Minimum Curb Basis, 10'
 Zoning, SF-1 or SF-2 (Or comparable land use) *

TYPICAL CROSS-SECTION

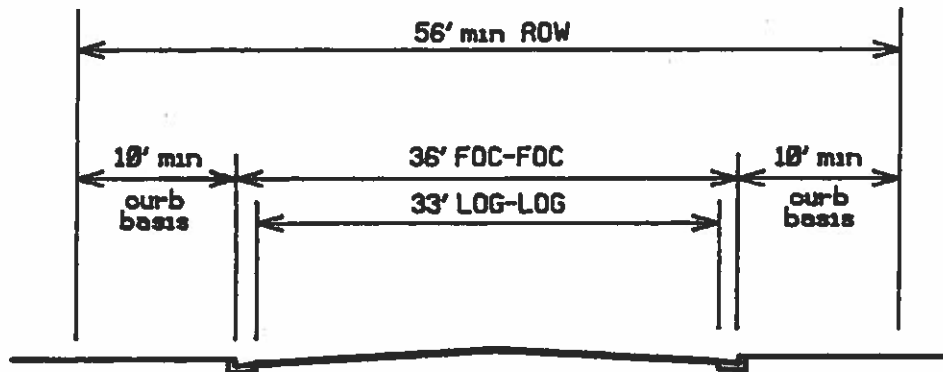


- NOTE: See Figure 1-23, for design criteria for local street where SF-3 thru SF-6 zoning is proposed.

Figure 1-23 Design Criteria for Local Streets (SF-3 thru SF-6)

Typical ADT Range, less than 1000Design Speed, 25, 30 mphGeneral Length, less than 1500'Minimum Centerline Radius, See Page 1-8Minimum Tangent Length Between Horizontal Curves, 50'Minimum Curb Basis, 10'Zoning, SF-3 thru SF-6 (Or comparable land use)

TYPICAL CROSS-SECTION



Source: City of Austin Transportation and Public Services Department

Figure 1-27 Design Criteria for Residential Collector Streets

Typical ADT Range, 500 to 3000

Design Speed, 30, 35 mph

General Length, less than 1 mile

Typical Spacing Between Residential Collectors, 1/4 mile

Typical Spacing Between Intersections, 300'

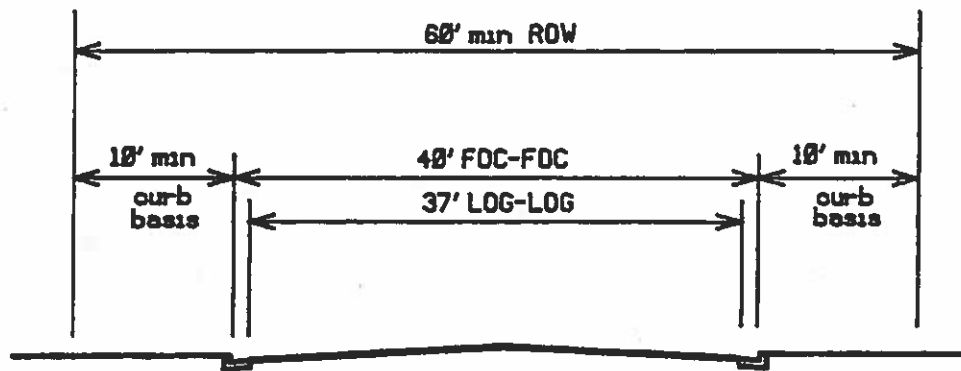
Minimum Centerline Radius, See Page 1-8

Minimum Tangent Length Between Horizontal Curves, 100'

Minimum Curb Basis, 10'

Zoning, SF-1 thru SF-6, MF-1 (Or comparable land use)

TYPICAL CROSS-SECTION



Source:

City of Austin Transportation and Public Services Department

Figure 1-28 Design Criteria for Neighborhood Collector Streets

Typical ADT Range, from 2000 to 6000

Design Speed, 35 mph

General Length, 1-2 miles

Typical Spacing Between Intersections, 500'

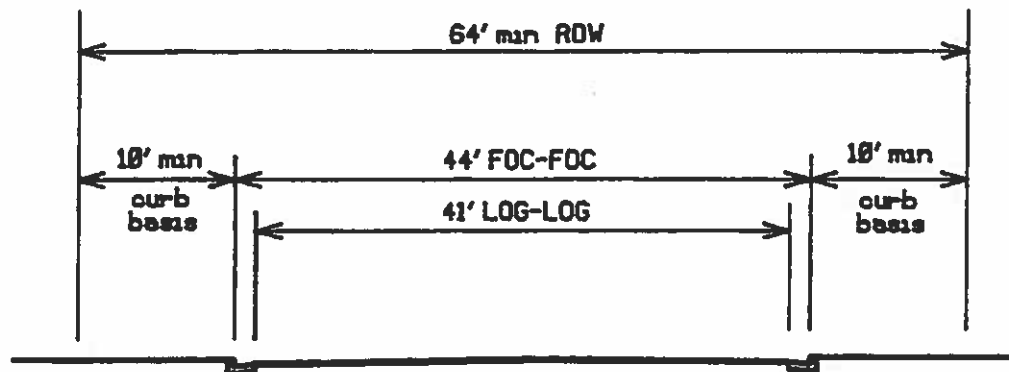
Typical Spacing Between Neighborhood Collectors, 1/2 mile

Minimum Centerline Radius, See Page 1-8

Minimum Tangent Length Between Horizontal Curves, 100'

Minimum Curb Basis, 10'

TYPICAL CROSS-SECTION



Source: City of Austin Transportation and Public Services Department

File Name : HDR-OltorfandThornton-AM
 Site Code : 00000028
 Start Date : 6/2/2015
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Oltorf St Southbound						Westbound						Oltorf St Northbound						Thorton Rd Eastbound					
	Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	21	0	0	21		0	0	0	0	0		0	20	0	0	20		4	0	2	0	6	47
07:15	0	62	1	0	63		0	0	0	0	0		7	78	0	0	85		11	0	20	0	31	179
07:30	0	68	3	0	71		0	0	0	0	0		6	106	0	0	112		12	0	16	0	28	211
07:45	0	98	2	0	100		0	0	0	0	0		5	89	0	0	94		10	0	12	0	22	216
Total	0	249	6	0	255		0	0	0	0	0		18	293	0	0	311		37	0	50	0	87	653
08:00	0	80	3	0	83		0	0	0	0	0		6	106	0	0	112		7	0	23	0	30	225
08:15	0	95	3	0	98		0	0	0	0	0		12	90	0	0	102		11	0	21	0	32	232
08:30	0	91	2	0	93		0	0	0	0	0		5	109	0	0	114		10	0	17	0	27	234
08:45	0	105	9	0	114		0	0	0	0	0		8	116	0	0	124		9	0	16	0	25	263
Total	0	371	17	0	388		0	0	0	0	0		31	421	0	0	452		37	0	77	0	114	954
Grand Total	0	620	23	0	643		0	0	0	0	0		49	714	0	0	763		74	0	127	0	201	1607
Approch %	0	96.4	3.6	0			0	0	0	0	0		6.4	93.6	0	0			36.8	0	63.2	0		
Total %	0	38.6	1.4	0	40		0	0	0	0	0		3	44.4	0	0	47.5		4.6	0	7.9	0	12.5	
% Autos	0	607	22	0	629		0	0	0	0	0		47	698	0	0	745		73	0	126	0	199	1573
% Autos	0	97.9	95.7	0	97.8		0	0	0	0	0		95.9	97.8	0	0	97.6		98.6	0	99.2	0	99	97.9
Heavy Vehicles	0	13	1	0	14		0	0	0	0	0		2	16	0	0	18		1	0	1	0	2	34
% Heavy Vehicles	0	2.1	4.3	0	2.2		0	0	0	0	0		4.1	2.2	0	0	2.4		1.4	0	0.8	0	1	2.1

Start Time	Oltorf St Southbound						Westbound						Oltorf St Northbound						Thorton Rd Eastbound					
	Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total	Int. Total
08:00	0	80	3	0	83		0	0	0	0	0		6	106	0	0	112		7	0	23	0	30	225
08:15	0	95	3	0	98		0	0	0	0	0		12	90	0	0	102		11	0	21	0	32	232
08:30	0	91	2	0	93		0	0	0	0	0		5	109	0	0	114		10	0	17	0	27	234
08:45	0	105	9	0	114		0	0	0	0	0		8	116	0	0	124		9	0	16	0	25	263
Total Volume	0	371	17	0	388		0	0	0	0	0		31	421	0	0	452		37	0	77	0	114	954
% App. Total	0	95.6	4.4	0			0	0	0	0	0		6.9	93.1	0	0			32.5	0	67.5	0		
PHF	.000	.883	.472	.000	.851		.000	.000	.000	.000	.000		.646	.907	.000	.000	.911		.841	.000	.837	.000	.891	.907

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

File Name : HDR-OltorfandThornton-PM
Site Code : 00000028
Start Date : 6/2/2015
Page No : 1

Groups Printed- Autos - Heavy Vehicles

		Oltorf										Thornton Rd Eastbound									
		Southbound					Westbound					Northbound									
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	0	106	13	0	119	0	0	0	0	0	9	84	0	0	93	8	0	9	0	17	229
16:15	0	152	7	0	159	0	0	0	0	0	10	109	0	0	119	8	0	10	0	18	296
16:30	0	136	8	0	144	0	0	0	0	0	20	120	0	0	140	3	0	9	0	12	296
16:45	0	113	11	0	124	0	0	0	0	0	15	117	0	0	132	3	0	8	0	11	267
Total	0	507	39	0	546	0	0	0	0	0	54	430	0	0	484	22	0	36	0	58	1088
17:00	0	134	9	0	143	0	0	0	0	0	14	117	0	0	131	10	0	7	0	17	291
17:15	0	182	2	0	184	0	0	0	0	0	3	222	0	0	225	21	0	3	0	24	433
17:30	0	132	7	0	139	0	0	0	0	0	21	134	0	0	155	7	0	8	0	15	309
17:45	0	136	17	0	153	0	0	0	0	0	21	126	0	0	147	28	0	13	0	41	341
Total	0	584	35	0	619	0	0	0	0	0	59	599	0	0	658	66	0	31	0	97	1374
Grand Total	0	1091	74	0	1165	0	0	0	0	0	113	1029	0	0	1142	88	0	67	0	155	2462
Approach %	0	93.6	6.4	0		0	0	0	0	0	9.9	90.1	0	0		56.8	0	43.2	0		
Total %	0	44.3	3	0	47.3	0	0	0	0	0	4.6	41.8	0	0	46.4	3.6	0	2.7	0	6.3	
% Autos	0	1082	70	0	1152	0	0	0	0	0	111	1018	0	0	1129	86	0	65	0	151	2432
% Autos	0	99.2	94.6	0	98.9	0	0	0	0	0	98.2	98.9	0	0	98.9	97.7	0	97	0	97.4	98.8
Heavy Vehicles	0	9	4	0	13	0	0	0	0	0	2	11	0	0	13	2	0	2	0	4	30
% Heavy Vehicles	0	0.8	5.4	0	1.1	0	0	0	0	0	1.8	1.1	0	0	1.1	2.3	0	3	0	2.6	1.2

		Oltorf Southbound					Westbound					Oltorf Northbound					Thornton Rd Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	134	9	0	143	0	0	0	0	0	14	117	0	0	131	10	0	7	0	17	291
17:15	0	182	2	0	184	0	0	0	0	0	3	222	0	0	225	21	0	3	0	24	433
17:30	0	132	7	0	139	0	0	0	0	0	21	134	0	0	155	7	0	8	0	15	309
17:45	0	136	17	0	153	0	0	0	0	0	21	126	0	0	147	28	0	13	0	41	341
Total Volume	0	584	35	0	619	0	0	0	0	0	59	599	0	0	658	66	0	31	0	97	1374
% App. Total	0	94.3	5.7	0		0	0	0	0	0	9	91	0	0		68	0	32	0		
PHF	0.00	0.802	0.515	0.00	0.841	0.00	0.000	0.000	0.000	0.000	0.702	0.675	0.000	0.000	0.731	0.589	0.000	0.596	0.000	0.591	0.793

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 17:00

File Name : HDR-OltorfandThornton-PM
 Site Code : 00000028
 Start Date : 6/2/2015
 Page No : 2

Start Time	Oltorf Southbound				Westbound				Oltorf Northbound				Thornton Rd Eastbound			
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
+0 mins.	0	134	9	0	143	16:00	0	0	0	0	17:00	117	0	0	7	17
+15 mins.	0	182	2	0	184	0	0	0	0	0	3	222	0	0	3	24
+30 mins.	0	132	7	0	139	0	0	0	0	0	21	134	0	0	8	15
+45 mins.	0	136	17	0	153	0	0	0	0	0	21	126	0	0	13	41
Total Volume	0	584	35	0	619	0	0	0	0	0	59	599	0	0	31	97
% App. Total	0	94.3	5.7	0	0	0	0	0	0	0	9	91	0	0	32	0
PHF	.000	.802	.515	.000	.841	.000	.000	.000	.000	.000	.702	.675	.000	.000	.596	.591

GRAM Traffic, Inc.

3751 FM 1105 Bldg A
Georgetown, TX 78626
512-832-8650

Page 1

Site Code: 727
Station ID:
Thornton Rd
South of of Oltorf
Latitude: 0' 0.0000 Undefined

Start Time	02-Jun-15 Tue	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	15			4	21				
12:15		6	21			2	14				
12:30		2	17			3	23				
12:45		3	24	13	77	5	21	14	79	27	156
01:00		5	29			1	23				
01:15		4	15			0	20				
01:30		0	32			1	20				
01:45		0	20	9	96	1	22	3	85	12	181
02:00		2	16			3	14				
02:15		3	18			0	14				
02:30		4	22			1	16				
02:45		0	17	9	73	0	14	4	58	13	131
03:00		0	21			2	28				
03:15		3	24			0	21				
03:30		2	21			0	13				
03:45		2	19	7	85	1	23	3	85	10	170
04:00		0	31			2	19				
04:15		0	21			2	19				
04:30		1	30			0	20				
04:45		0	31	1	113	1	17	5	75	6	188
05:00		0	25			1	21				
05:15		1	42			1	18				
05:30		2	33			2	14				
05:45		2	55	5	155	7	23	11	76	16	231
06:00		4	26			2	24				
06:15		1	29			2	16				
06:30		7	33			4	15				
06:45		1	30	13	118	6	16	14	71	27	189
07:00		11	18			9	22				
07:15		2	27			32	26				
07:30		13	21			26	21				
07:45		9	21	35	87	24	21	91	90	126	177
08:00		20	19			26	24				
08:15		13	15			33	10				
08:30		16	12			26	20				
08:45		18	18	67	64	27	9	112	63	179	127
09:00		10	21			21	9				
09:15		19	17			20	11				
09:30		17	20			28	8				
09:45		15	19	61	77	33	4	102	32	163	109
10:00		11	14			22	3				
10:15		21	15			15	12				
10:30		22	14			14	8				
10:45		9	4	63	47	25	4	76	27	139	74
11:00		14	10			25	8				
11:15		14	1			16	4				
11:30		14	1			13	0				
11:45		26	4	68	16	24	5	78	17	146	33
Total		351	1008			513	758			864	1766
Percent		25.8%	74.2%			40.4%	59.6%			32.9%	67.1%
Grand Total		351	1008			513	758			864	1766
Percent		25.8%	74.2%			40.4%	59.6%			32.9%	67.1%
ADT		ADT 2,587	AADT 2,587								

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways

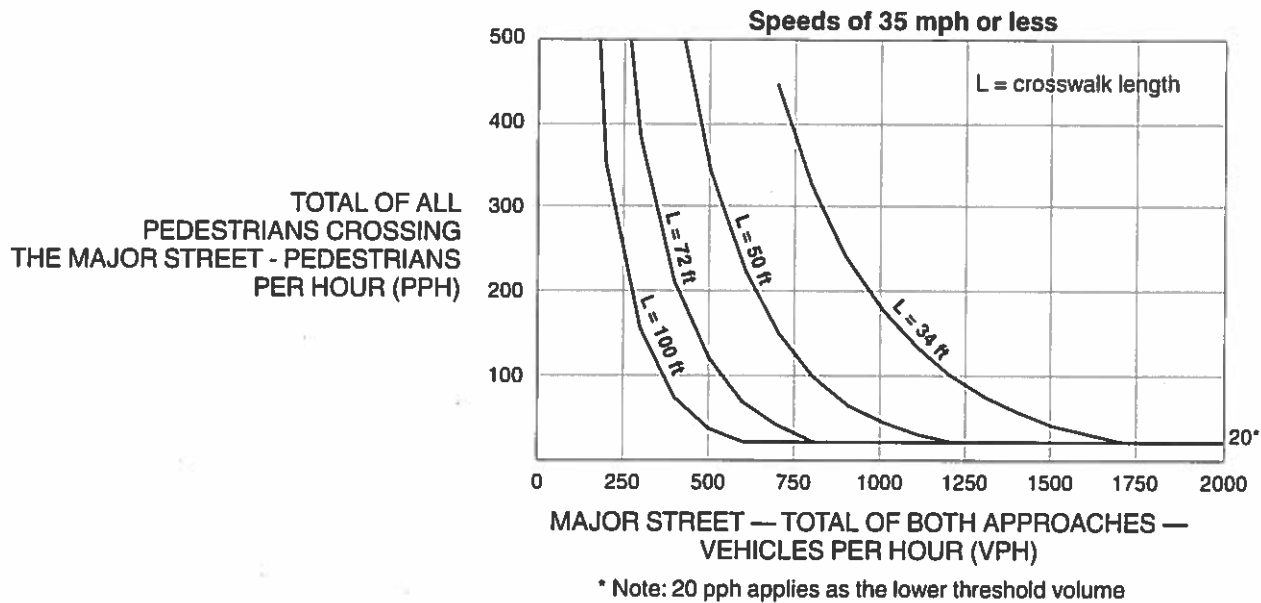
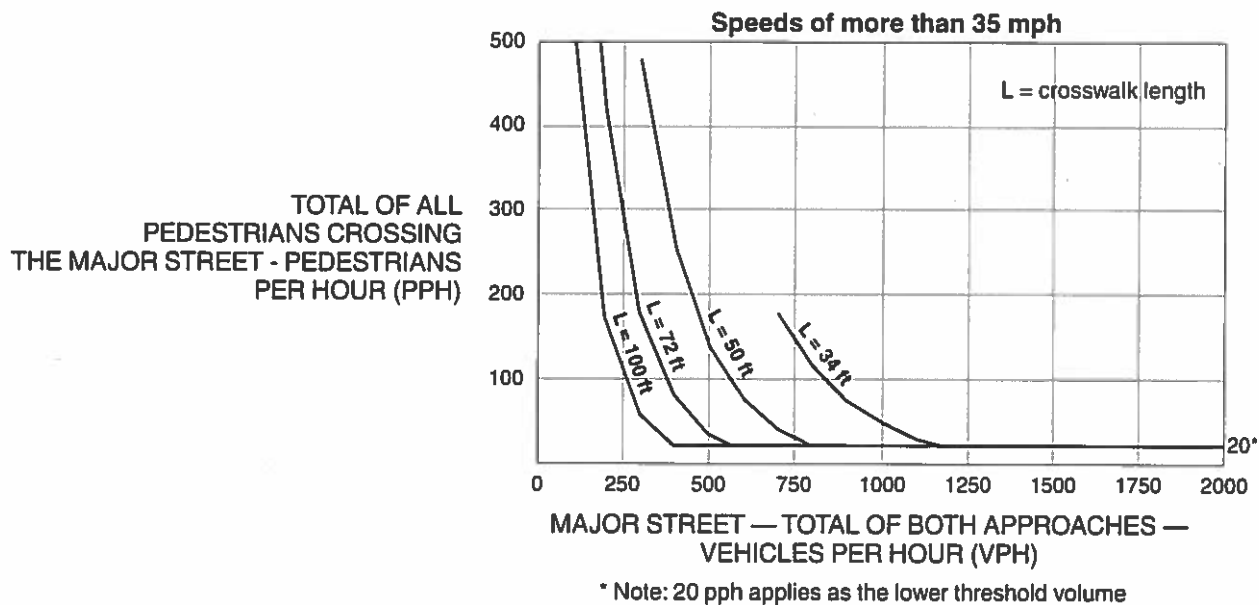


Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



C-10

42 of 63

Crash Date	Crash Time	Rpt. Street Name	Rpt. Street Sfx	Crash Speed Limit	Rpt. Sec. Street Name	Rpt. Sec. Street Sfx	FHE Colln. ID	Crash Desc	Crash Seq. ID	Day of Wk
7/16/2010	6:20 PM	OLTORF	ST		35 THORNTON	RD		20 SD BOTH GOING STRAIGHT-REAR END		FRI
1/11/2011	11:35 AM	OLTORF	ST		35 THORNTON	RD		21 SD BOTH GOING STRAIGHT-SIDESWIPE	2	TUE
4/20/2011	8:06 PM	OLTORF	ST		35 THORNTON	RD		34 OD ONE STRAIGHT-ONE LEFT TURN	5	WED
5/22/2011	8:54 PM	THORNTON	RD		0 OLTORF	ST		1 OMV VEHICLE GOING STRAIGHT	2	SUN
11/17/2011	6:11 PM	THORNTON	RD		0 NOT REPORTED			3 OMV VEHICLE TURNING LEFT	0	TUE
3/23/2012	5:46 PM	OLTORF	ST		35 THORNTON	RD		20 SD BOTH GOING STRAIGHT-REAR END	5	FRI
4/17/2012	11:23 AM	OLTORF	ST		35 THORNTON	RD		1 OMV VEHICLE GOING STRAIGHT	2	SUN
5/25/2012	3:15 AM	THORNTON	RD		30 OLTORF	RD		5 OMV OTHER	0	FRI
6/19/2012	4:44 PM	OLTORF	ST		35 THORNTON	RD		10 ANGLE - BOTH GOING STRAIGHT	5	WED
8/17/2012	12:06 PM	OLTORF	ST		35 THORNTON	RD		22 SD ONE STRAIGHT-ONE STOPPED	2	WED
9/23/2012	3:30 AM	THORNTON	RD		35 OLTORF	ST		1 OMV VEHICLE GOING STRAIGHT	5	SUN
11/7/2013	3:54 AM	THORNTON	RD		30 OLTORF	ST		1 OMV VEHICLE GOING STRAIGHT	5	SAT
2/15/2014	7:21 PM	OLTORF	ST		35 THORNTON	RD		22 SD ONE STRAIGHT-ONE STOPPED	3	SAT
8/18/2014	5:51 PM	OLTORF	ST		30 THORNTON	RD		21 SD BOTH GOING STRAIGHT-SIDESWIPE	5	MON
9/15/2014	2:59 AM	THORNTON	RD		25 W OLTORF	ST		1 OMV VEHICLE GOING STRAIGHT	0	MON
11/20/2014	8:02 PM	THORNTON RD	RD		-1 W OLTORF ST	ST		11 ANGLE - ONE STRAIGHT-ONE BACKING	2	THU
12/19/2014	1:05 PM	OLTORF	ST		35 THORNTON	RD		22 SD ONE STRAIGHT-ONE STOPPED	3	FRI
1/8/2015	12:59 PM	OLTORF	ST		30 THORNTON	ST		22 SD ONE STRAIGHT-ONE STOPPED	3	THU

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent
School District

PROJECT NAME: 2303 – 2309 Thornton Road

ADDRESS/LOCATION: 2303 – 2309 Thornton Road

CASE #: C14-2015-0047

☐ NEW SINGLE FAMILY☐ DEMOLITION OF MULTIFAMILY☒ NEW MULTIFAMILY☐ TAX CREDIT

SF UNITS: _____ STUDENTS PER UNIT ASSUMPTION
 Elementary School: _____ Middle School: _____ High School: _____

MF UNITS: 218 STUDENTS PER UNIT ASSUMPTION
 Elementary School: 0.124 Middle School: 0.035 High School: 0.071

IMPACT ON SCHOOLS

The district-wide student yield factor (across all grade levels) is 0.23 for apartment homes. The 218 multifamily unit development is projected to add approximately 50 students across all grade levels to the projected student population. However, because the development is proposing approximately 74% one bedroom apartments, the number of students from this development is likely to be lower than the projected district-wide average of 50. It is estimated that of the 50 students, 27 will be assigned to Zilker Elementary School, 8 to O. Henry Middle School, and 15 to Austin High School.

The percent of permanent capacity by enrollment for SY 2019-20, including the additional students projected with this development, would be within the target range of 75-115% for O. Henry MS (106%) and Austin HS (99%), assuming the mobility rates remain the same. The projected additional students at Zilker ES would increase the 2019-20 percent of permanent capacity from 124% to 128%, and would remain above the target range of 75-115%. However, this calculation assumes the current mobility rate of +38.9%, meaning over 1/3 of Zilker's enrollment are students that transferred from other areas of the district. The administration could limit the number of transfers to accommodate for future student population growth, if needed.

TRANSPORTATION IMPACT

Students within the proposed development attending Zilker ES, O. Henry MS and Austin HS would qualify for transportation. Existing buses could most likely accommodate the additional students.

SAFETY IMPACT

There are no known safety impacts at this time.

Date Prepared: 10/12/15

Director's Signature: Paul Turner

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent
School District

DATA ANALYSIS WORKSHEET

ELEMENTARY SCHOOL: Zilker	RATING: Met Standard
ADDRESS: 1900 Bluebonnet Lane	PERMANENT CAPACITY: 460
% QUALIFIED FOR FREE/REDUCED LUNCH: 27.51%	MOBILITY RATE: +38.9%

POPULATION (without mobility rate)			
ELEMENTARY SCHOOL STUDENTS	2014-15 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	409	403	430
% of Permanent Capacity	89%	88%	94%

ENROLLMENT (with mobility rate)			
ELEMENTARY SCHOOL STUDENTS	2014-15 Enrollment	5- Year Projected Enrollment* (without proposed development)	5-Year Projected Enrollment* (with proposed development)
Number	568	560	587
% of Permanent Capacity	124%	122%	128%

MIDDLE SCHOOL: O. Henry	RATING: Met Standard
ADDRESS: 2610 West 10 th Street	PERMANENT CAPACITY: 945
% QUALIFIED FOR FREE/REDUCED LUNCH: 29.74%	MOBILITY RATE: +2.2%

POPULATION (without mobility rate)			
MIDDLE SCHOOL STUDENTS	2014-15 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	871	976	984
% of Permanent Capacity	92%	103	104

ENROLLMENT (with mobility rate)			
MIDDLE SCHOOL STUDENTS	2014-15 Enrollment	5- Year Projected Enrollment* (without proposed development)	5-Year Projected Enrollment* (with proposed development)
Number	890	997	1,005
% of Permanent Capacity	94%	106%	106%

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent
School District



HIGH SCHOOL: Austin	RATING: Met Standard
ADDRESS: 1715 W. Cesar Chavez	PERMANENT CAPACITY: 2,205
% QUALIFIED FOR FREE/REDUCED LUNCH: 28.74%	MOBILITY RATE: +6.4%

POPULATION (without mobility rate)			
HIGH SCHOOL STUDENTS	2014-15 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	1,962	2,036	2,051
% of Permanent Capacity	89%	92%	93%

ENROLLMENT (with mobility rate)			
HIGH SCHOOL STUDENTS	2014-15 Enrollment	5- Year Projected Enrollment* (without proposed development)	5-Year Projected Enrollment* (with proposed development)
Number	2,087	2,166	2,181
% of Permanent Capacity	95%	98%	99%

*The 5-Year Projected Enrollment (with and without the proposed development) is an estimate calculated with the assumption that the stated mobility rates (transfers in and out of the school) remain the same over the 5-year period. These estimates are for the sole purpose of the Educational Impact Statement and should not be used for any other purposes.

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.

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: C14-2015-0047

Contact: Andrew Moore, 512-974-7604

Public Hearing: Oct 13, 2015, Planning Commission

Nov. 12, 2015, City Council

SPENCER PRICE/NAASH

Your Name (please print)

1704 RAVEN ST.

Your address(es) affected by this application

Spencer V. Price/Naash

Signature

10/13/2015

Date

Daytime Telephone: 512 404 6815

Comments:

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

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

PUBLIC HEARING INFORMATION

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

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

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

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

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

www.austintexas.gov/planning.

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: C14-2015-0047

Contact: Andrew Moore, 512-974-7604

Public Hearing: Oct 13, 2015, Planning Commission

Nov. 12, 2015, City Council

Robert Schneider
Your Name (please print)

☐ I am in favor
☒ I object

2204 Thimble Rd 78704
Your address (as reflected by this application)

Signature

10/12/15
Date

Daytime Telephone: 512 480 2426

Comments: density for proposed development is remarkably more than other residential units on the street. My concern is that many people will make navigating the street by car, bike, or on foot difficult.

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

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

PUBLIC HEARIN 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) COMBIN G 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.

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: C14-2015-0047
Contact: Andrew Moore, 512-974-76
Public Hearing: Oct 13, 2015, Planning Commission
Nov. 12, 2015, City Council

JAYNE TRUCKENBROD
Your Name (please print)

2216 THORSTON RD # 310

Your address(es) affected by this application

Jayne S. Truckenbrod
Signature

10/9/15
Date

Daytime Telephone: 217-992-2269

Comments:

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

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

PUBLIC HEARING INFORMATION

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

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

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

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

For additional information on the City of Austin's land development process, visit our website: www.austintexas.gov/planning.

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: C14-2015-0047

Contact: Andrew Moore, 512-974-7604

Public Hearing: Oct 13, 2015, Planning Commission

Nov. 12, 2015, City Council

John Frelich

Your Name (please print)

2318 Thornton Rd

Your address(es) affected by this application

John Frelich

Signature

9 Oct 2015

Date

Daytime Telephone: 512-966-9618

Comments: Thornton Rd is too narrow to allow more traffic. There is only room for one lane of traffic. It is a dangerous street for cars, bicyclists and pedestrians. Need to build sidewalks and restrict parking to one side of the street only.

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

City of Austin

Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-8810

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: C14-2015-0047
Contact: Andrew Moore, 512-974-7604
Public Hearing: Oct 13, 2015, Planning Commission
Nov. 12, 2015, City Council

☐ I am in favor
☒ I object

Your Name (please print)
DAVID ANSEL
2509 THORNTON RD

Your address(es) affected by this application
10/13/15
Date

Signature
Daytime Telephone: 512 577 7687

Comments: THIS REZONE TAKES SERIOUS CHUTZPAH.
VNU IN OUR NEIGHBORHOOD? ON AN OVER-STATEMENT,
DANGEROUS COLLECTOR? UTTERLY INAPPROPRIATE,
BALD-FACED PROFITEERING AT THE EXPENSE OF
THE QUALITY OF LIFE OF THE NEIGHBORHOOD.
NAUSEATING.

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

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

PUBLIC HEARING INFORMATION

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

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

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

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

For additional information on the City of Austin's land development process, visit our website:
www.austintexas.gov/planning.

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.

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: C14-2015-0047
Contact: Andrew Moore, 512-974-7604
Public Hearing: Oct 13, 2015, Planning Commission
Nov. 12, 2015, City Council

Randall C. Huntsinger

Your Name (please print)

2204 Thornton Road, #3, ATX 78704

Your address(es) affected by this application

Randall Huntsinger

Signature

10-9-2015

Date

Daytime Telephone: 512 707 9900

Comments: Our street is already at capacity.
We cannot permit the additional influx
of people this proposed zone change is
intended to permit. It would be unsafe.
It would reduce quality of life. It would
be disruptive. NO ONE WHO LIVES
HERE SUPPORTS THIS!! Do not
override our universal opposition!

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

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

PUBLIC HEARING INFORMATION

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

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

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

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

For additional information on the City of Austin's land development process, visit our website: www.austintexas.gov/planning.

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: C14-2015-0047

Contact: Andrew Moore, 512-974-7604

Public Hearing: Oct 13, 2015, Planning Commission

Nov. 12, 2015, City Council

TERRY HEWYER

Your Name (please print)

2216 THORNTON ROAD #420

AUSTIN TX 78704

Your address(es) affected by this application

8 OCT 2015

Date

Signature

Daytime Telephone: 713 819-1322

Comments: TRAFFIC AND PARKING

ON THORNTON ROAD IS ALREADY

UN-BEARABLE. VARIANCE

MIXED USE WITH FURTHER

DIGRESS THE RESIDENTIAL

CULTURE OF THE NEIGHBORHOOD.

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

City of Austin

Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-8810

ANDREW. MOORE@AUSTINTEXAS.GOV

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.

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: C14-2015-0047
Contact: Andrew Moore, 512-974-7604
Public Hearing: Oct 13, 2015, Planning Commission
Nov. 12, 2015, City Council

CARRIE McDONALD
Your Name (please print)

2216 THORNTON ROAD #413
Your address(es) affected by this application

CARRIE McDONALD
Signature

10/13/15
Date

Daytime Telephone: 512-680-5109

☐ I am in favor
☒ I object

Comments:

DONT DO THIS - THE
DENSITY IS FINE ON
LAMAR, BUT NOT THIS
DEEP INTO THE NEIGHBORHOOD

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

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



South Lamar Neighborhood Association

August 31, 2015

Alice Glasco
5117 Valburn Court
Suite A
Austin, TX 78731

Dear Alice:

In June, South Lamar Neighborhood Assc. communicated to you and Jerry Rusthoven at the City's Planning and Zoning Department that we would not support a Vertical Mixed Use upzone proposal for the Thornton Road project. We also understand the City of Austin has rejected the initial upzone request as well.

Imagine our surprise then, when our neighbors at Carriage Park Condominium Association invited all neighbors to a meeting on Aug 26, 2015 to discuss this exact project with materially new information -- the result of the traffic study and a proposal to widen Thornton Road -- and no apparent effort to contact SLNA directly.

Just to be plain, it strikes many members of the neighborhood as a none-too-subtle effort to divide and conquer. Additionally, until SLNA members asked at the meeting, it appears that you had never informed Carriage Park residents of either the SLNA position or the pending rejection from City of Austin staff.

Clearly and rightfully so, you have your agenda to advance, and really that is fine and understood, but even with a generous benefit of the doubt, it simply does not do your project any favors when the neighbors feel developers and their consultants are less than transparent, or playing games with interested parties -- especially since the effort to address this division would be a simple email.

We are working with Carriage Park and all the residents of South Lamar Neighborhood to develop a more complete response to changes we would like to see. We are grateful that Council Member Kitchen has taken a direct interest and that her Senior Policy Advisor Donna Tiemann was able to attend parts of the meeting.

If you have new, evolving or alternate proposals for this project, please consider contacting SLNA directly.

Sincerely

/s Mario M Champion /s

Mario Champion,
President, South Lamar Neighborhood Association

Cc: Council Member Ann Kitchen
District 5 Senior Policy Advisor Donna Tiemann
Jerry Rusthoven City of Austin
Karl Popham -- President Carriage Park Condominium Association

www.southlamar.org Austin, TX 78704 512.916.1258

Moore, Andrew

From: [REDACTED]
Sent: Saturday, October 10, 2015 12:43 PM
To: Moore, Andrew
Subject: Case Number: C14-2015-0047

Hi Andrew –

I am emailing you regarding the rezoning of 2303 and 2309 Thornton Road (case number listed above). I live directly across the street from this property. I have lived on Thornton Road for over 10 years, and have watched it grow and change like the rest of the area. Because of this growth, and also because of the overflow parking from the Austin Beer Garden on Oltorf, Thornton Road becomes virtually impassable at times. Parking is allowed on both sides of the street, there are a few sidewalks, but not many, and there is now a constant flow of traffic.

The city has already approved an apartment development on Thornton which is currently under construction. Once that is completed, we will have even more cars going up and down this narrow street every day. There is no traffic light at Oltorf and Thornton, and I don't believe the City could install one because of the proximity of the train track. The lack of safe access onto Oltorf makes for an even more dangerous situation.

If the city allows the rezoning of the property across the street from where I now live, I cannot imagine how those of us who are already living here will have any kind of quality of life. And I do not think it is an overstatement to say that it is a matter of time before someone is killed, or seriously injured on our street because of the traffic as it is right now. So, add to that another 1,000 car trips a day (minimum from the apartment complex already under construction, and this proposed development), and we will truly be living in an unlivable area.

If you have not done so, please take the time to drive to Thornton any time of the day, and I think you will see exactly what I am talking about. But, come at night when it is dark, and you will really 'get it'.

I just want you to know that I strongly oppose this rezoning and do not believe there is anything positive about the proposal.

Thanks for taking the time to read this email.

Best regards -

Karen Kennedy
Austin, TX

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.

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: C14-2015-0047

Contact: Andrew Moore, 512-974-7604

Public Hearing: Oct 13, 2015, Planning Commission

Nov. 12, 2015, City Council

Deborah Pedersen

Your Name (please print)

2812 Thorne

Your address(es) affected by this application

APR 12

Signature

10/9/15

Date

Daytime Telephone: 512 391 8250

Comments: This project is too large for the neighborhood. Thorne Road cannot handle the traffic nor parking.

Thorne Road is already dangerous with the street parking.

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

City of Austin

Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-8810

PUBLIC HEARING INFORMATION

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

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

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

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

For additional information on the City of Austin's land development process, visit our website: www.austintexas.gov/planning.

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: C14-2015-0047

Contact: Andrew Moore, 512-974-7604

Public Hearing: Oct 13, 2015, Planning Commission

Nov. 12, 2015, City Council

CARLIE McDONALD

Your Name (please print)

2216 THELTON ROAD #413

Your address(es) affected by this application

Andrew Moore

Signature

10/13/15

Date

Daytime Telephone: 512-680-5109

Comments:

DON'T DO THIS - THE

DENSITY IS FINE ON

LAMAR, BUT NOT THIS

DEED INTO THE NEIGHBORHOOD

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

City of Austin

Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-8810

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: C14-2015-0047
Contact: Andrew Moore, 512-974-7604
Public Hearing: Oct 13, 2015, Planning Commission
Nov. 12, 2015, City Council

Elizabeth (Beth) Guillot
Your Name (please print)

☐ I am in favor
☒ I object

2216 Thornton #210, Austin, Texas 78704
Your Address(es) affected by this application


Signature

10.13.15
Date

Daytime Telephone: 512-699-3083

Comments: _____

If you use this form to comment, it may be returned to:
City of Austin
Planning & Zoning Department
Andrew Moore
P. O. Box 1088
Austin, TX 78767-8810

PUBLIC HEARING INFORMATION

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

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

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

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

For additional information on the City of Austin's land development process, visit our website:
www.austintexas.gov/planning.

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.

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: C14-2015-0047

Contact: Andrew Moore, 512-974-7604

Public Hearing: Oct 13, 2015, Planning Commission

Nov. 12, 2015, City Council

Camille Perry

Your Name (please print)

2211 Iva Lane, Austin 78704

Your address(es) affected by this application

Camille M. Perry

Signature

Daytime Telephone: (512) 444-0754

Date

same day as heard

☐ I am in favor
☒ I object

Saturday,

Oct. 3, 2015

Comments: This stretch of Thornton Rd. is too busy and dangerous already. Changing the zoning to Commercial (M U) will make it even worse. The road is too narrow and the area has no sidewalks. This route really needs to be passable at all times for emergency vehicles to use as there are only a few ways into and out of the South Lamar neighborhood Assn. area and the population has already grown immensely. No! Not No! to this zoning request.

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

City of Austin

Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-8810

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: C14-2015-0047
Contact: Andrew Moore, 512-974-7604
Public Hearing: Oct 13, 2015, Planning Commission
Nov. 12, 2015, City Council

Kristine Hanford
Your Name (please print)

☐ I am in favor

☒ I object

2216 Thornton Rd #430
Your address(es) affected by this application

Kristine Hanford
Signature

10/9/15
Date

Daytime Telephone: 601-276-9379

Comments: Thornton Rd. can't accommodate the current traffic flow & will not be able to handle the increased traffic from an influx of new residents. There is limited visibility when driving & due to there being no restrictions on parking, only 1 car can get down the road at a time. There are also no sidewalks to accommodate pedestrian traffic & no stoplight to control traffic flow.

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

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

PUBLIC HEARING INFORMATION

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

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

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

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

For additional information on the City of Austin's land development process, visit our website: www.austintexas.gov/planning.

PUBLIC HEARING INFORMATION

This 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.

Written comments must be submitted to the board or commission for 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: C14-2015-0047

Contact: Andrew Moore, 512-974-7604

Public Hearing: Oct 13, 2015, Planning Commission

Nov. 12, 2015, City Council

MEHUL PATEL

Your Name (please print)

2216 THORNTON ROAD #110, 78704

Your address(es) affected by this application



Signature

Date

Daytime Telephone:

512-494-4508

Comments: **THORNTON ROAD ALREADY HAS MAJOR TRAFFIC PROBLEMS RIGHT NOW**

DUE TO THE NEARBY AUSTIN BEER GARDEN AND BREWERY. LACK OF SIDEWALKS

AND STREET LIGHTING, ALONG WITH PARKING ON BOTH SIDES OF THE STREET MEANS

TWO-WAY VEHICLE TRAFFIC, BIKES, AND PEDESTRIANS ALREADY HAVE TO NAVIGATE

IN A SINGLE LANE OFTEN IN THE DARK. WHEN TRAINS COME BY, THE INTERSECTION

AT OLTORE AND THORNTON CAN BECOME AN EXTENDED MESS. THE STREET IS

DESIGNED FOR QUIET RESIDENTIAL USE AND CANNOT HANDLE ANY MAJOR

COMMERCIAL PROPERTIES OR LARGE APARTMENT COMPLEXES. IT WOULD CREATE

A HUGE TRAFFIC NIGHTMARE THAT WOULD OVERWHELM THE AREA.

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

City of Austin

Planning & Zoning Department

Andrew Moore

P.O. Box 1088

Austin, TX 78767-8610

☐ I am in favor
☒ I object

10/14/2015

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.

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: C14-2015-0047

Contact: Andrew Moore, 512-974-7604

Public Hearing: Oct 13, 2015, Planning Commission
Nov. 12, 2015, City Council

Karl Popham

Your Name (please print)

2214 Thornton Rd # 422

Your address(es) affected by this application 78704

Karl Popham

Signature

Date

Daytime Telephone: (512) 294-8093

10/14/15

☐ I am in favor
☒ I object

Comments:

Chief concerns around volume of traffic and safety issues w/ this project.

The size of the project in relation to the scale of the neighborhood is way too large. Flooding a run-off is already a problem in this flood prone area

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

City of Austin

Planning & Zoning Department

Andrew Moore

P. O. Box 1088

Austin, TX 78767-8810

PUBLIC HEARING INFORMATION

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

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

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

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

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

www.austintexas.gov/planning.

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: C14-2015-0047

Contact: Andrew Moore, 512-974-7604

Public Hearing: Oct 13, 2015, Planning Commission
Nov. 12, 2015, City Council

Karen Kennedy

Your Name (please print)

2308 A Thornton Rd

Your address(es) affected by this application

Karen Kennedy

Signature

10/10/15

Date

Daytime Telephone: (512) 653-0554

Comments:

Thornton is a narrow

road with parking allowed on

both sides. Already almost

impassable most evenings due to

garage in the area and overlow

parking from AB&B. No traffic

light at Olcott and Thornton.

Absolutely no way this little

street can safely accommodate

this level of traffic. This

project would severely impact

the liveability for

Austin, TX 78767-8810 residents in the area.

I strongly oppose !!