NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHORHOOD PLAN: Montopolis

CASE#: NPA-2015-0005.04 **DATE FILED:** July 29, 2015 (In-cycle)

PROJECT NAME: Lenox Oaks

PC DATE: January 26, 2016
January 12, 2016
December 8, 2015

ADDRESSES: 6705, 6707, 6709 Ponca Street; 434 Bastrop Hwy SB; 444, 446, 448, 450, 452, 454, 456 Bastrop Hwy SB; 500 Bastrop Hwy SB

DISTRICT AREA: 3

SITE AREA: 23.091 acres

OWNER/APPLICANT: 422 Bastrop Hwy, Ltd; 500 Bastrop Hwy., Chase Equities, Inc.

AGENT: Smith, Robertson, Elliott & Douglas, L.L.P. (David Hartman)

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Single Family, Commercial, and Office **To:** Mixed Use

Base District Zoning Change

Related Zoning Case: C14-2015-0104
From: SF-2-NP, SF-3-NP, GO-NP, & CS-NP **To:** CS-MU-NP

NEIGHBORHOOD PLAN ADOPTION DATE: September 27, 2001

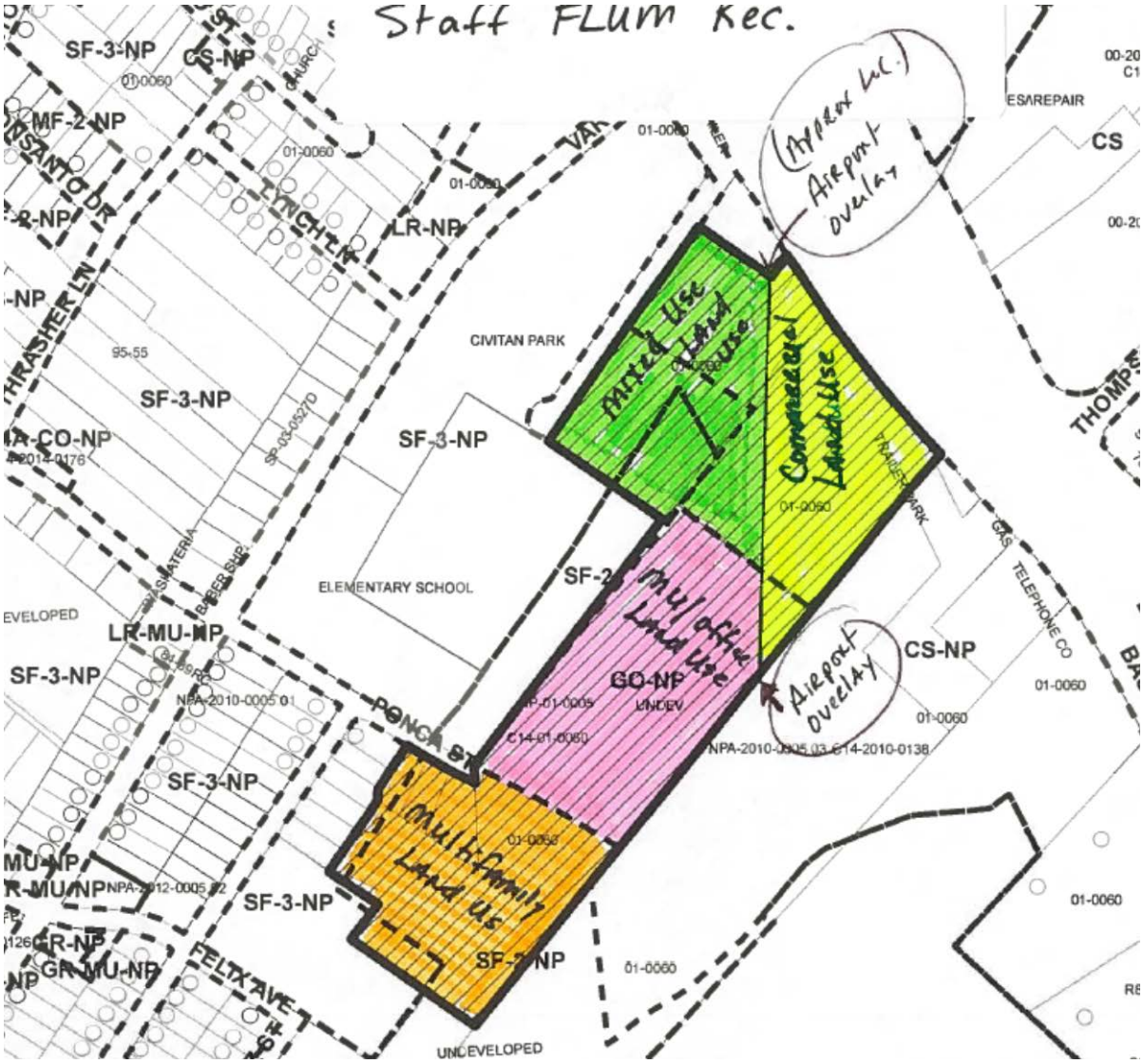
PLANNING COMMISSION RECOMMENDATION:

January 26, 2016-

January 12, 2016 **-** The case was postponed on the consent agenda to the January 26, 2016 hearing at the request of staff. [N. Zaragoza – 1st; P. Seeger – 2nd] Vote: 11-0 [J. Stevens and S. Oliver absent. M. Wilson recused item C-18; J. Schissler recused items C-6, C-7, & C-8; J. Shieh recused item C-10].

December 8, 2015 **-** The case was postponed on the consent agenda to the January 12, 2016 hearing date at the request of the Montopolis Planning Contact Team. [J. Vela – 1st; F. Kazi – 2nd] Vote: 11-0 [Zaragoza abstain from Item # 27; J. Sheih absent from vote on consent agenda, but arrived late. J. Thompson absent.]

STAFF RECOMMENDATION: Staff recommends Mixed Use, Commercial, Mixed Use/Office and Multifamily land uses. See map below.



BASIS FOR STAFF'S RECOMMENDATION: The applicant is requesting Mixed Use land use on the entire property; however, staff recommends Commercial land use on the portion of the property that is within the Airport Overlay Zone, which does not allow residential uses and Mixed Use, Mixed Use/Office land use, and Multifamily land use as

shown on the map above. The applicant proposes commercial uses along the highway frontage and multifamily uses on the rest of the property. The Montopolis Plan supports a diverse supply of housing, which the proposed multifamily uses will meet this goal. The proposed commercial uses along the highway will provide services for the area.

LAND USE

Goal 1: Improve the Quality of Life in Montopolis through Land Use and Zoning Decisions.

Goal 2: Create Homes for all Stages of Life within Montopolis.

Objective 4: Enhance and protect existing single family housing.

Objective 5: Create multiple housing types of varied intensities.

URBAN DESIGN

GOAL 5: Respect the Diverse Character of the Montopolis Neighborhood.

GOAL 7: Ensure Compatibility and Encourage a Complimentary Relationship Between Adjacent Land Uses.

LAND USE DESCRIPTIONS

EXISTING LAND USE ON THE PROPERTY

Single family - Detached or two family residential uses at typical urban and/or suburban densities

Purpose

1. Preserve the land use pattern and future viability of existing neighborhoods;

2. Encourage new infill development that continues existing neighborhood patterns of development; and

3. Protect residential neighborhoods from incompatible business or industry and the loss of existing housing.

Application

1. Existing single-family areas should generally be designated as single family to preserve established neighborhoods; and

2. May include small lot options (Cottage, Urban Home, Small Lot Single Family) and two-family residential options (Duplex, Secondary Apartment, Single Family Attached, Two-Family Residential) in areas considered appropriate for this type of infill development.

Purpose

1. Preserve the land use pattern and future viability of existing neighborhoods;

2. Encourage new infill development that continues existing neighborhood patterns of development; and

3. Protect residential neighborhoods from incompatible business or industry and the loss of existing housing.

Application

1. Existing single-family areas should generally be designated as single family to preserve established neighborhoods; and

2. May include small lot options (Cottage, Urban Home, Small Lot Single Family) and two-family residential options (Duplex, Secondary Apartment, Single Family Attached, Two-Family Residential) in areas considered appropriate for this type of infill development.

Office - An area that provides for office uses as a transition from residential to commercial uses, or for large planned office areas. Permitted uses include business, professional, and financial offices as well as offices for individuals and non-profit organizations.

Purpose

1. Encourage office-related services in areas that cannot support the traffic generation of commercial uses;
2. Provide for small lot office conversions as a transition from commercial to residential uses; and
3. Preserve sites for employment and office related services.

Application

1. Appropriate for low volume streets such as collectors and minor arterials; and

2. Can be used to provide a transition between residential uses and more intense commercial and industrial uses.

Commercial - Lots or parcels containing retail sales, services, hotel/motels and all recreational services that are predominantly privately owned and operated for profit (for

example, theaters and bowling alleys). Included are private institutional uses (convalescent homes and rest homes in which medical or surgical services are not a main function of the institution), but not hospitals.

Purpose

1. Encourage employment centers, commercial activities, and other non- residential development to locate along major thoroughfares; and

2. Reserve limited areas for intense, auto-oriented commercial uses that are generally not compatible with residential or mixed use environments.

Application

1. Focus the highest intensity commercial and industrial activities along freeways and major highways; and

2. Should be used in areas with good transportation access such as frontage roads and arterial roadways, which are generally not suitable for residential development.

PROPOSED LAND USE ON THE PROPERTY

Mixed Use – An area that is appropriate for a mix of residential and non-residential uses.

Purpose

1. Encourage more retail and commercial services within walking distance of residents;
2. Allow live-work/flex space on existing commercially zoned land in the neighborhood;
3. Allow a mixture of complementary land use types, which may include housing, retail, offices, commercial services, and civic uses (with the exception of government offices) to encourage linking of trips;
4. Create viable development opportunities for underused center city sites;
5. Encourage the transition from non-residential to residential uses;
6. Provide flexibility in land use standards to anticipate changes in the marketplace;
7. Create additional opportunities for the development of residential uses and affordable housing; and
8. Provide on-street activity in commercial areas after 5 p.m. and built-in customers for local businesses.

Application

1. Allow mixed use development along major corridors and intersections;
2. Establish compatible mixed-use corridors along the neighborhood's edge
3. The neighborhood plan may further specify either the desired intensity of commercial uses (i.e. LR, GR, CS) or specific types of mixed use (i.e. Neighborhood Mixed Use Building, Neighborhood Urban Center, Mixed Use Combining District);
4. Mixed Use is generally not compatible with industrial development, however it may be combined with these uses to encourage an area to transition to a more complementary mix of development types;
5. The Mixed Use (MU) Combining District should be applied to existing residential uses to avoid creating or maintaining a non-conforming use; and
6. Apply to areas where vertical mixed use development is encouraged such as Core Transit Corridors (CTC) and Future Core Transit Corridors.

IMAGINE AUSTIN PLANNING PRINCIPLES

1. Create complete neighborhoods across Austin that provide a mix of housing types to suit a variety of household needs and incomes, offer a variety of transportation options, and have easy access to daily needs such as schools, retail, employment, community services, and parks and other recreation options.
    - ***The property will provide more multifamily housing units for the Montopolis area and for the city. The property is near Capital Metro bus routes, a public school and a city park.***
2. Support the development of compact and connected activity centers and corridors that are well-served by public transit and designed to promote walking and bicycling as a way of reducing household expenditures for housing and transportation.
    - ***The property is not located within or near an activity corridor or activity center as identified on the Imagine Austin Growth Concept Map.***
3. Protect neighborhood character by ensuring context-sensitive development and directing more intensive development to activity centers and corridors, redevelopment, and infill sites.
    - ***Although the property is not near an activity corridor or activity center, the proposed commercial uses will front on the highway and the multifamily uses will be compatible near the residential areas.***
4. Expand the number and variety of housing choices throughout Austin to meet the financial and lifestyle needs of our diverse population.
    - ***The proposed development of multifamily uses on the property will expand the number of housing choices in the area and in Austin.***

5. Ensure harmonious transitions between adjacent land uses and development intensities.

    - ***Staff's proposed land use recommendations steps down the intensity of the land uses from the highway frontage to the single family and civic land uses adjacent properties to the south.***

6. Protect Austin's natural resources and environmental systems by limiting land use and transportation development over environmentally sensitive areas and preserve open space and protect the function of the resource.

    - ***The property is not located in an environmentally sensitive area, but is located in the Desired Development Zone.***

7. Integrate and expand green infrastructure—preserves and parks, community gardens, trails, stream corridors, green streets, greenways, and the trails system—into the urban environment and transportation network.

    - ***A shared use path is proposed on the property with the assistance by the City Parks and Recreation staff.***

8. Protect, preserve and promote historically and culturally significant areas.

    - ***Not directly applicable, although Burdett Prairie Cemetery is located to the south of the property.***

9. Encourage active and healthy lifestyles by promoting walking and biking, healthy food choices, access to affordable healthcare, and to recreational opportunities.

    - ***A shared use path is proposed on the property.***

10. Expand the economic base, create job opportunities, and promote education to support a strong and adaptable workforce.

    - ***Not directly applicable, although the proposed commercial uses along the highway could provide a limited number of retail job opportunities.***

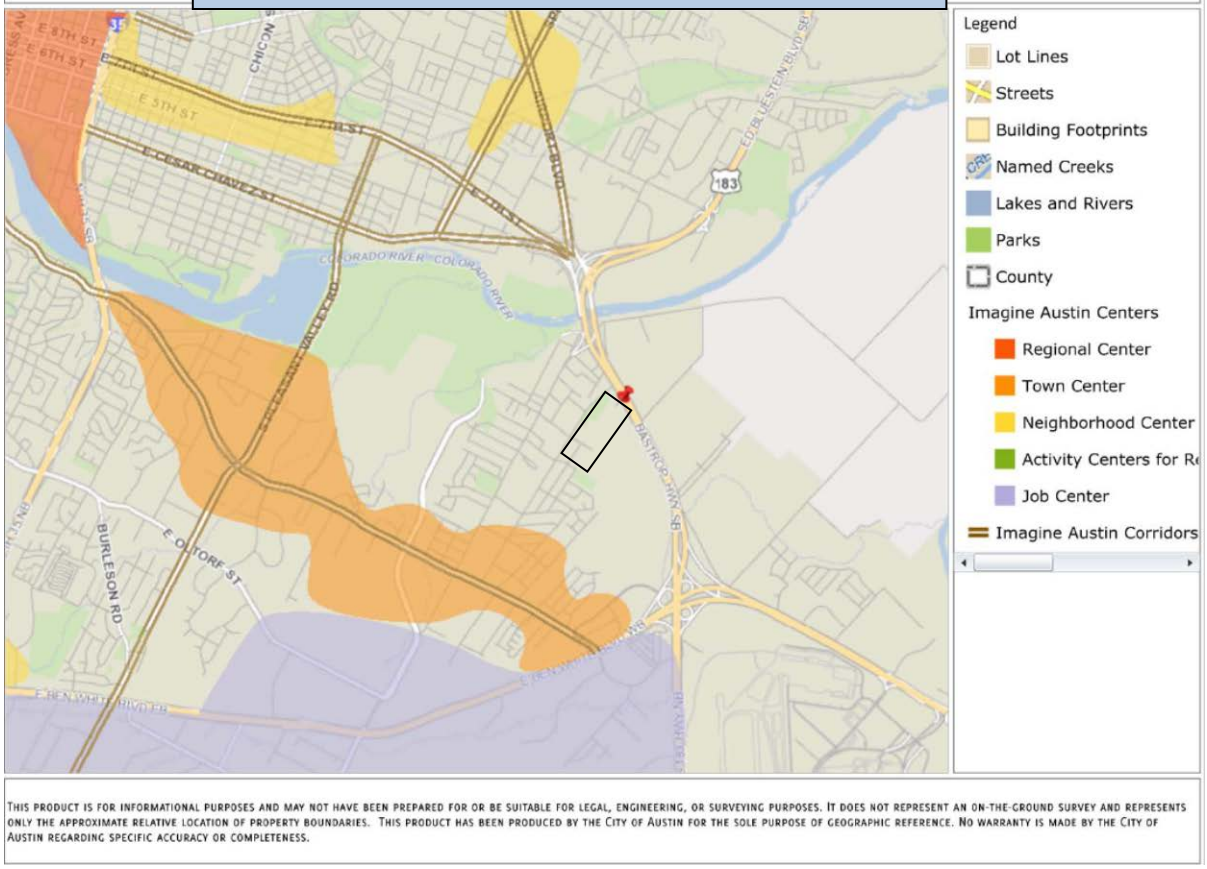
11. Sustain and grow Austin's live music, festivals, theater, film, digital media, and new creative art forms.

    - ***Not applicable.***

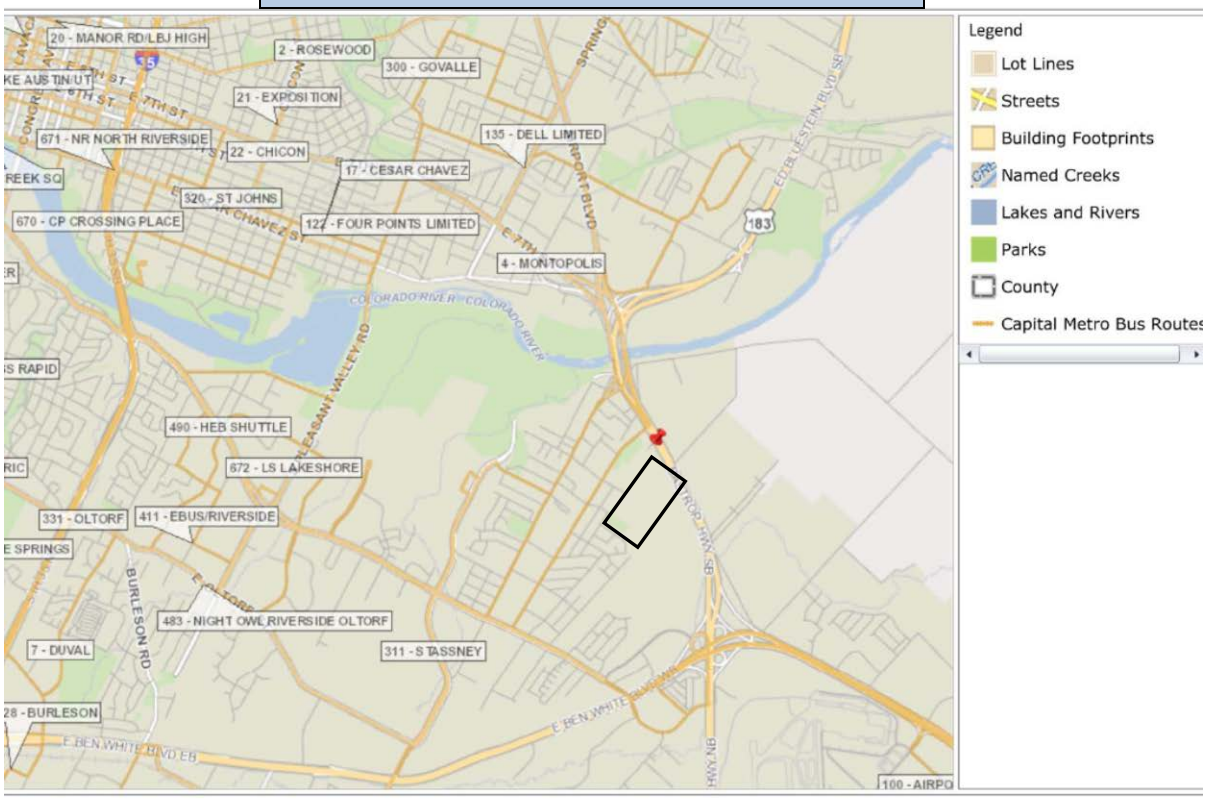
12. Provide public facilities and services that reduce greenhouse gas emissions, decrease water and energy usage, increase waste diversion, ensure the health and safety of the public, and support compact, connected, and complete communities.

    - ***Not applicable.***

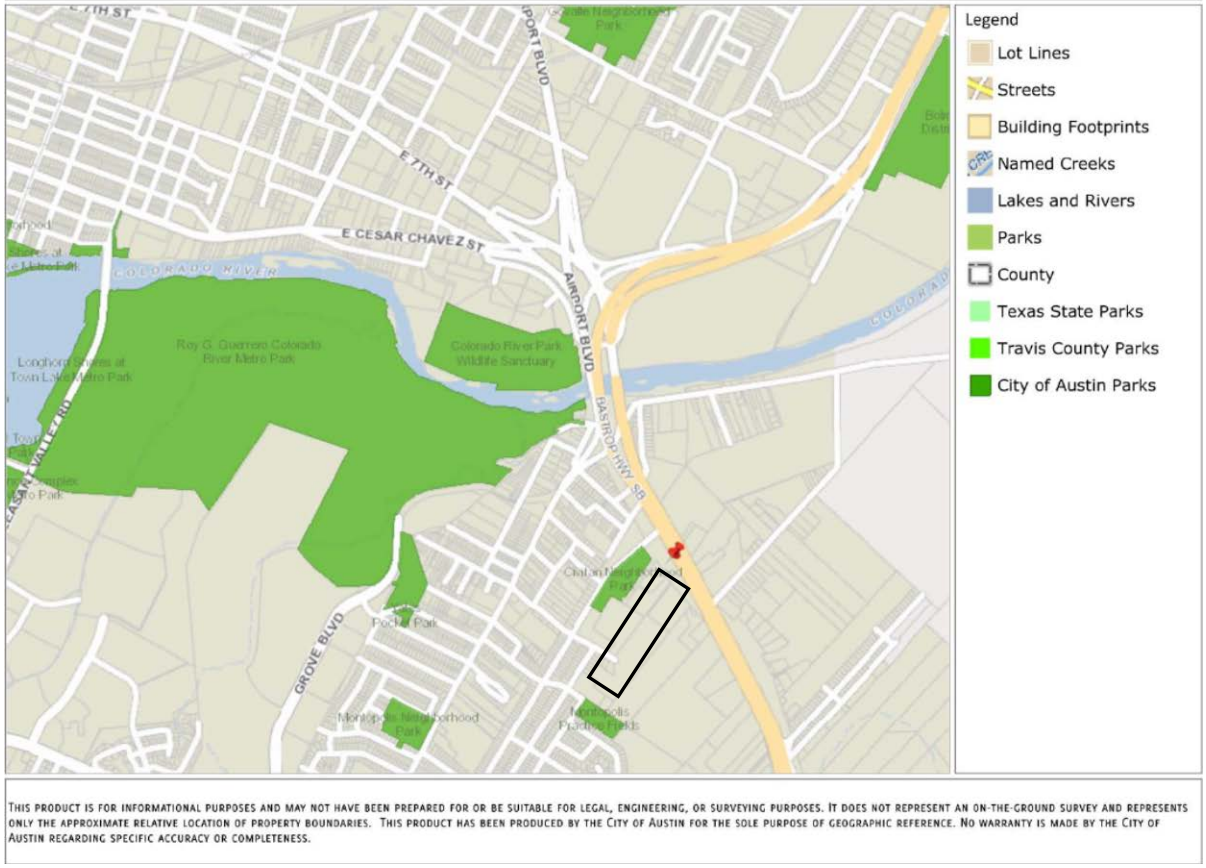
Approximate location of Imagine Austin Activity Corridors and Activity Centers



Capital Metro Bus Routes near the proerty



Parks in the Vicinity of the Property



IMAGINE AUSTIN GROWTH CONCEPT MAP

Definitions

Neighborhood Centers - The smallest and least intense of the three mixed-use centers are neighborhood centers. As with the regional and town centers, neighborhood centers are walkable, bikable, and supported by transit. The greatest density of people and activities in neighborhood centers will likely be concentrated on several blocks or around one or two intersections. However, depending on localized conditions, different neighborhood centers can be very different places. If a neighborhood center is designated on an existing commercial area, such as a shopping center or mall, it could represent redevelopment or the addition of housing. A new neighborhood center may be focused on a dense, mixed-use core surrounded by a mix of housing. In other instances, new or redevelopment may occur incrementally and concentrate people and activities along several blocks or around one or two intersections. Neighborhood centers will be more locally focused than either a regional or a town center. Businesses and services—grocery and department stores, doctors and dentists, shops, branch libraries, dry cleaners, hair salons, schools, restaurants, and other small and local businesses—will generally serve the center and surrounding neighborhoods.

Town Centers - Although less intense than regional centers, town centers are also where many people will live and work. Town centers will have large and small employers, although fewer than in regional centers. These employers will have regional customer and employee bases, and provide goods and services for the center as well as the surrounding areas. The buildings found in a town center will range in size from one-to three-story houses, duplexes, townhouses, and rowhouses, to low-to midrise apartments, mixed use buildings, and office buildings. These centers will also be important hubs in the transit system.

Job Centers - Job centers accommodate those businesses not well-suited for residential or environmentally- sensitive areas. These centers take advantage of existing transportation infrastructure such as arterial roadways, freeways, or the Austin-Bergstrom International airport. Job centers will mostly contain office parks, manufacturing, warehouses, logistics, and other businesses with similar demands and operating characteristics. They should nevertheless become more pedestrian and bicycle friendly, in part by better accommodating services for the people who work in those centers. While many of these centers are currently best served by car, the growth Concept map offers transportation choices such as light rail and bus rapid transit to increase commuter options.

Corridors - Activity corridors have a dual nature. They are the connections that link activity centers and other key destinations to one another and allow people to travel throughout the city and region by bicycle, transit, or automobile. Corridors are also characterized by a variety of activities and types of buildings located along the roadway — shopping, restaurants and cafés, parks, schools, single-family houses, apartments, public buildings, houses of worship, mixed-use buildings, and offices. Along many corridors, there will be both large and small redevelopment sites. These redevelopment opportunities may be continuous along stretches of the corridor. There may also be a series of small neighborhood centers, connected by the roadway. Other corridors may have fewer redevelopment opportunities, but already have a mixture of uses, and could provide critical transportation connections. As a corridor evolves, sites that do not redevelop may transition from one use to another, such as a service station becoming a restaurant or a large retail space being divided into several storefronts. To improve mobility along an activity corridor, new and redevelopment should reduce per capita car use and increase walking, bicycling, and transit use. Intensity of land use should correspond to the availability of quality transit, public space, and walkable destinations. Site design should use building arrangement and open space to reduce walking distance to transit and destinations, achieve safety and comfort, and draw people outdoors.

BACKGROUND: The application was filed on July 29, 2015, which is in-cycle for neighborhood planning areas located on the east side of I.H.-35.

The applicant proposes to change the land use on the property from Single Family, Office and Commercial to Mixed Use land use to build approximately 20,500 square feet of commercial uses along Bastrop Highway and to build approximately 356 multifamily dwelling units.

The applicant proposes to change the zoning on the property from SF-2-NP, SF-3-NP, GO-NP, and CS-NP to CS-MU-NP to build apartments and commercial uses. For more information on the proposed zoning, please see case report C14-2015-0104.

The applicant has worked with City Parks and Recreation staff on a proposed shared use path along the southbound US 183/Bergstrom Expressway frontage road. A shared-use path accessible by the public will be provided along the eastern property line connecting between adjacent property owned by the City of Austin, and the shared use path along US 183/Bergstrom Expressway.

PUBLIC MEETINGS: The ordinance required community meeting was held on September 28, 2015. Approximately 188 meeting notices were mailed to property and utility account owners who live or own property within 500 feet of the property, in addition to neighborhood organizations and environmental groups who registered on the community registered requesting notification for this area.

David Hartman, the applicant's agent gave an overview the future land use map and proposed zoning changes. He mentioned the future opening of the Bergstrom Expressway, and the trip generation analysis, but the final commercial uses have not been finalized so they looked at the highest and best uses. After his presentation, the following questions were asked.

Q. There is an easement for an Austin Energy trail proposed for the area. Would it be possible to have a public trail through the property?
A. We are exploring a bike and pedestrian connection, but don't have an answer yet.

Q. There are over 50 families living on the property. The will need time to leave and will need compensation. This is one of the last affordable housing options for the area.
A. The prospective new owner will look at options of where to relocate them. We will keep you informed.

Q. Why can't they stay in the mobile home park?
A. The mobile homes will need to be relocated. If the people want to rent an apartment in the new units they can do that.

Q. What are the prices of new apartments?
A. We don't know yet.

Q. Are you going to talk to the people who live in the mobile home park individually?
A. Yes, we will do it once we get details.

Q. What is the timeline? How long need to pay rent?
A. We don't have all the info yet to set timelines, but we will get that info to them when we have it.

Q. Is the purchase of the property under contract?
A. Yes, but it's subject to zoning change. If it gets rezoned, then site plan would take 6 months to a year. We are sensitive to their situation and will keep them informed.

Q. You said you would help the people with moving. It would be good to have attorney write a contact stating the extent to which you will help and not just your word to do it.
A Yes, that is the intent.

Q. If it would take 5 to 6 months, could the move correlate with the school semester? This would help with the children's transition so they can find a new school?
A. Yes, we will work with people on this. This is a good point.

Q. Have you done study on the effect the development will have the schools in the area?
A. As part of the zoning application the school districts do an Educational Impact Statement. Andrew Moore, the zoning planner has the report.

Q. Do you have more information on the retail component and number of apartment units?
A. The exact retail part is unknown at this time, so when we did the Traffic Impact Analysis, we plugged-in uses such as fast food and a drive-through. There was a request to prohibit fast food, but we cannot prohibit fast food, but could prohibit drive through. We could explore it and consider it. We are proposing 356 apartments.

Q. What is the breakdown of the units?
A. We don't know, it's too early to tell. We will keep you informed.

Q. Why are you building on this property? Why not build further down on highway?
A. We building on this property because this is the property location proposed to be purchased.

Q. There are two Oak trees that are heritage trees. Would you be willing to move those trees?
A. We will follow the Tree Ordinance. About moving the trees, we will have to researched it and get back to you.

Q. Do you have a survey that shows how or if your property encroaches on the cemetery?
A. We are doing a study and will get that to you when it's ready.

Q. Have done an analysis of the actual application and the environmental protection to be provided?
A. There will be better impervious cover with our proposed development.

Q. What is the current impervious cover and what is the proposed impervious cover?
A. I don't know off the top of my head. We will get back to you.

Q. This area needs an adequate and diverse supply of housing for all income levels. Will the units be affordable?

A. This development will be 30% to 60% less than the multifamily developments being built now.

Q. What is the rental price of entry units?
A. There will be 1, 2, and 3- bedroom units, but we haven't finalized the numbers so we don't have a rate for them yet. We don't know the size of the smallest units.

Q. Will the apartment building be Green built? Will it be a One Star Green Building?
A. I don't know the construction at this time.

Q. Does the city have an agreement to follow the low housing cost for the area?
A. If we were requesting VMU zoning, affordable housing requirements would be built in, but we are not asking for VMU so it would have to be negotiated.

Q. Part of your Applicant Criteria worksheet is the protection of culturally significant area. You are building next to a cemetery, how will you protect the cemetery?
A. We have hired an expert to work on this and a person to work on the ballfields issue. We will continue a dialog.

Q. How many acres in your project are currently zoned single family? We want to keep single family zoning and build affordable housing complex.
A. We are especially interested in having diverse housing. We will get back to you.

Q. In the Imagine Austin Comprehensive plan Appendix E it talks about creating jobs. How many jobs will your development create for the community?
A. It depends on the retail component, which we haven't finalized yet.

Q. Have you done a traffic study? When was it done?
A. I'll get you the exact date. A traffic count is typically it is done Tuesday, Wednesday, or Thursday when school is in session.

Q. Some mobile homes are too old to be moved, we want compensation for these trailers.
A. We will look into this issue.

Q. Why are the apartments only for rent?
A. Because the property owner is a multifamily developer.

Q. One of the criteria on the worksheet is to balance individual property rights.
A. We will be subject to compatibility standards so our development will be stepped back so it won't affect the surrounding property owners.

Q. For the cemetery and ballfields, we'd like to have a wrought iron fence.
A. We will look into this.

Q. Is this a S.M.A.R.T. Housing development or could it be?
A. We haven't looked into it.

Q. What is the timeline to get answers to our questions?
A. The next Montopolis PCT meeting.

Comment: It took a long time to find mobile home unit. We are concerned about finding a new site.
Alice Glasco: We are working to find you a site to move your trailers.

As of January 19, 2016, no letter of recommendation has been received from the Montpolis Planning Contact Team.

CITY COUNCIL DATE: (Has not been scheduled) **ACTION:**

CASE MANAGER: Maureen Meredith **PHONE:** (512) 974-2695

EMAIL: maureen.meredith@austintexas.gov

Summary Letter Submitted by Applicant

SMITH, ROBERTSON, ELLIOTT & DOUGLAS, L.L.P.
SMITH|ROBERTSON
Attorneys at Law

DAVID HARTMAN
PARTNER

Direct Line 512.225.1704 • Direct Fax 512.225.1714
Email

July 29, 2015

Mr. Greg Guernsey, Director
Planning and Development Review Dept.
505 Barton Springs Road, 5th Floor
Austin, Texas 78704

Via Hand Delivery

Re: Lenox Oaks Mixed Use Development — Rezoning and Neighborhood Plan Amendment for 23.091 at U.S. 183 & Vargas Road, Austin, Texas ("Property").

Dear Mr. Guernsey:

We respectfully submit these Rezoning and Neighborhood Plan Amendment applications for Lenox Oaks Mixed Use Development as representatives of the owners of the above stated Property. The proposed project is comprised of 360 residential multifamily units and a mix of retail space, fast-food with drive through, and associated parking.

The current zoning on the Property is CS-NP, SF-2-NP, SF-3-NP, and GO-NP, and we are requesting CS-MU-NP zoning for the entire Property. The Property lies within the Montopolis Neighborhood Plan. Accordingly, we are also hereby requesting that the Montopolis FLUM be amended from Single Family, Commercial, and Office, to Mixed Use for the whole Property.

Surrounding zoning includes SF-3-NP, CS-NP, and GR-CO-NP. Surrounding land uses include single-family, recreation, civic, and commercial.

A portion of the Property falls within the AO-3 Airport Overlay. In accordance with our interpretation of the AO-3 requirements, we propose development of solely non-habitable buildings within the AO-3.

If you have any questions about the rezoning and neighborhood plan amendment request or need additional information, please do not hesitate to contact me at your convenience. Thank you for your time and attention to this project.

Very truly yours,

David Hartman

David Hartman

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{002.00134617.2}Transmittal Letter re Rezoning and NPA Application (00134617-2x9FFDD).doc

SMITH, ROBERTSON, ELLIOTT & DOUGLAS, L.L.P.

cc: Jerry Rusthoven, Planning and Development Review Dept., via hand delivery
Andy Moore, Planning and Development Review Dept., via hand delivery
Jimmy Nassour, via electronic mail
Steve Oden, Oden Hughes, LLC, via electronic email

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EXHIBIT A

AREA TO BE REZONED

TRACT NO.	EXISTING ZONING	EXISTING USE	# OF ACRES or SF	MAX # OF RES UNITS PER ACRE
1	CS-NP	Single Family Residential	1.649 acres	1
2	SF-3-NP	Single Family Residential	3.274 acres	7
3	CS-NP	Mobile Home Park	4.786 acres	45 manufactured homes
4	GO-NP SF-2-NP	Single Family Residential	12.26 acres	1
5	SF-2-NP SF-3-NP	Single Family Residential	1.122 acres	1

TRACT #	PROPOSED ZONING	PROPOSED USE	PROPOSED # OF ACRES or SF	MAX # OF RES UNITS PER ACRE	PROPOSED TOTAL # UNITS PER ACRE
1	CS-MU-NP	MULTI-FAMILY/ MIXED USE	23.091	54	15.59

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Letter of Recommendation from the Montopolis PCT

No letter received at this time.

Postponement Letter from the Montopolis PCT submitted for the December 8, 2015 PC hearing

To: Maureen Meredith & Andrew Moore, Planning & Zoning Department
From: Susana Almanza, President Montopolis Neighborhood Plan Contact Team
Date: December 1, 2015
Subject: Postponement Request for Case: C14-2015-0104 & NPA-2015-0005.04
Tract 1 & 2: 444,446,448,450,452,454,456, Bastrop Hwy SB; Tract3: 500 Bastrop Hwy SB,; Tract 4: 434 Bastrop Hwy SB; Tract 5: 6705, 6707, & 6709 Ponca Street.

The Montopolis Neighborhood Plan Contact Team is requesting a four week postponement for the above zoning and FLUM change.

There are numerous questions that have not been answered by the applicant. This particular zoning case will displace over 50 families. This zoning case will remove some of the most affordable housing that exist in East Austin. We have initiated a dialogue to discuss the displacement of low-income working class people of color but more time is needed to ensure that families will not be left out in the cold.

The applicant has not provided the separate breakdown acreage for each parcel. The Contact Team is very concerned about the amount of single family zoning that could be lost in this zoning case. As stated we have not been provided the acreage breakdown for each parcel.

The Contact Team feels that further review is needed regarding the proposed construction of 356 apartment units and the traffic impact on the small community of Montopolis.

Again, we understand that this is a zoning case but to the community it is much more. It is the displacement of the most vulnerable population in East Austin. It is about assisting the residents to find housing, it is about keeping children in their home base school in Montopolis. It is about keeping community together.

The Montopolis Neighborhood Contact Team is requesting that this zoning and FLUM case be postponed for four (4) weeks.

Letter of Recommendation from a Neighborhood Assoc.

The Montopolis Community Alliance a neighborhood association
December 1, 2015

To All Interested Parties,

The purpose of this letter is to notify any interested party that the majority of the members of the Montopolis Community Allinace are in full support of the:

1) **Zoning change requested for Zoning Case C14-2015-0104**
2) **FLUM change NPA-2015-005.4_BWFLUM**

If you have any additional comments are questions ; please feel free to contact us.

Thank you for your consideration,
del

Delwin Goss
President
Montopolis Community Alliance
6410 Ponca Street
Austin, Texas 78741
512-389-2133 home
512-507-7615 cell

RECOMMENDATION FOR PLANNING COMMISSION
TO POSTPONE ACTION ON
NPA-2015-0005.04_Lenox Oaks & C14-2015-0104

TO: Maureen Meredith, Senior Planner, City of Austin

FROM: Stefan Wray
Resident of Frontier @ Montana Subdivision
Montopolis Neighborhood

SUBJ: NPA-2015-0005.04_Lenox Oaks & C14-2015-0104

DATE: December 1, 2015

The Planning Commission should postpone action on NPA-2015-0005.04_Lenox Oaks & C14-2015-0104 until all interested parties in the Montopolis neighborhood have had a chance to review, comment on, and be allowed the chance for additional questions and discussion.

On September 28, 2015 I attended a community meeting at Ruiz Library regarding this NPA and Zoning case hosted by City Neighborhood Planning staff. At that meeting many neighbors posed quite a number of questions to the developers and to City staff. Neighbors raised a series of issues. I also had comments and questions.

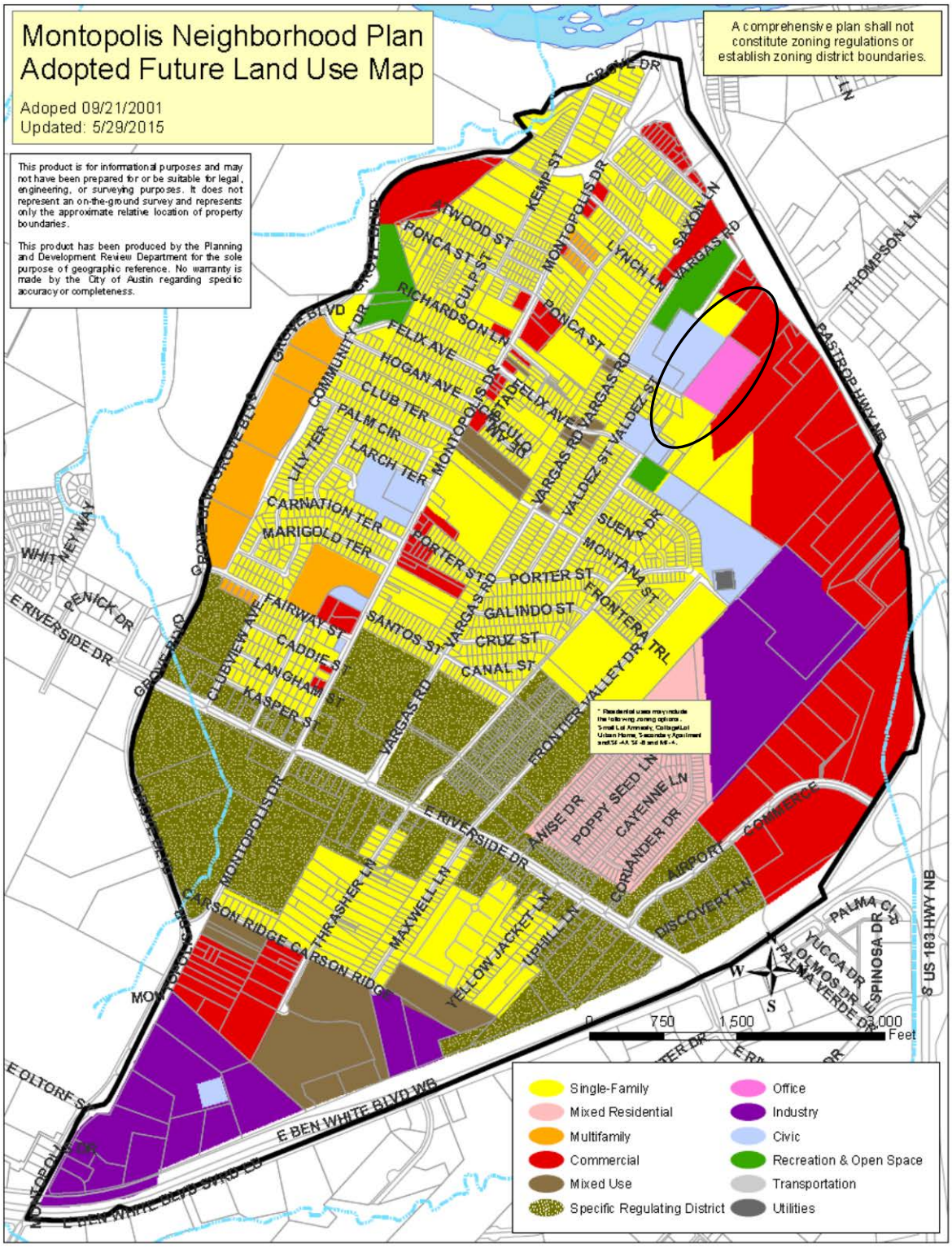
I am only learning today there was a follow-up meeting on November 17 of the Montopolis Neighborhood Plan Contact with the developer at which time I assume the questions and issues from September 28 were addressed.

I did not receive notification of the November 17 MNPCT meeting from any party involved. And I assume that other interested parties who were at the September 28 meeting similarly did not receive notification of this November 17 MNPCT meeting.

The voices and opinions of Montopolis neighbors other than only those who receive notification about the MNPCT meetings need to be included in this process.

I have requested staff notes from the September 28 community meeting. I have also requested from the developer a summary of the discussion and any additional issues raised at the November 17 MNPCT meeting.

I am still waiting to see if and how the specific questions and comments that I raised have been addressed, as well as the questions and comments from others.


Montopolis Neighborhood Plan
Adopted Future Land Use Map
Adoped 09/21/2001
Updated: 5/29/2015
A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.
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.
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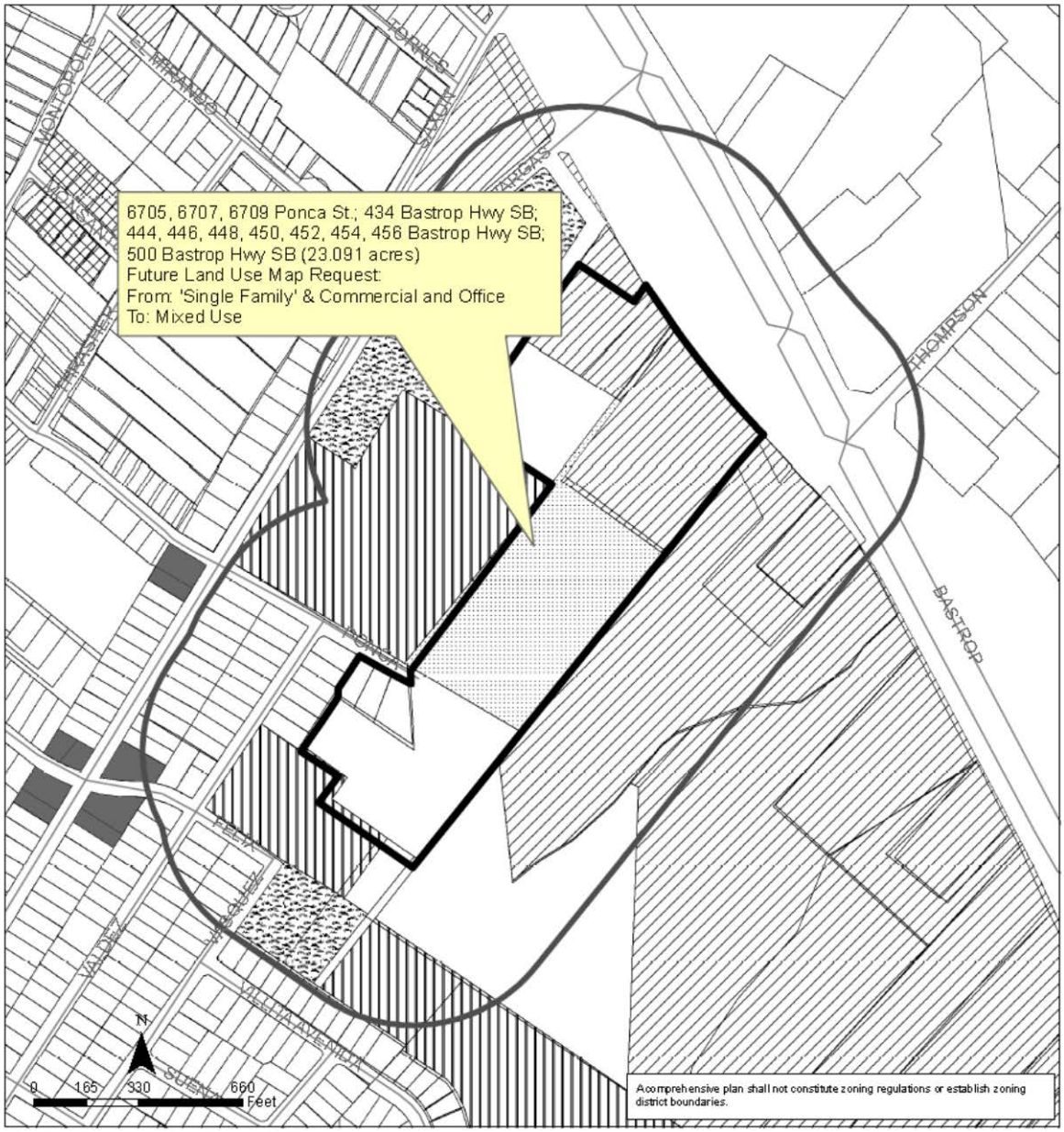
Single-Family
Mixed Residential
Multifamily
Commercial
Mixed Use
Specific Regulating District
Office
Industry
Civic
Recreation & Open Space
Transportation
Utilities
0
750
1,500
3,000
Feet
E BEN WHITE BLVD WB
E RIVERSIDE DR
S US 183 HWY NB



Montopolis Neighborhood Planning Area
NPA-2015-0005.04

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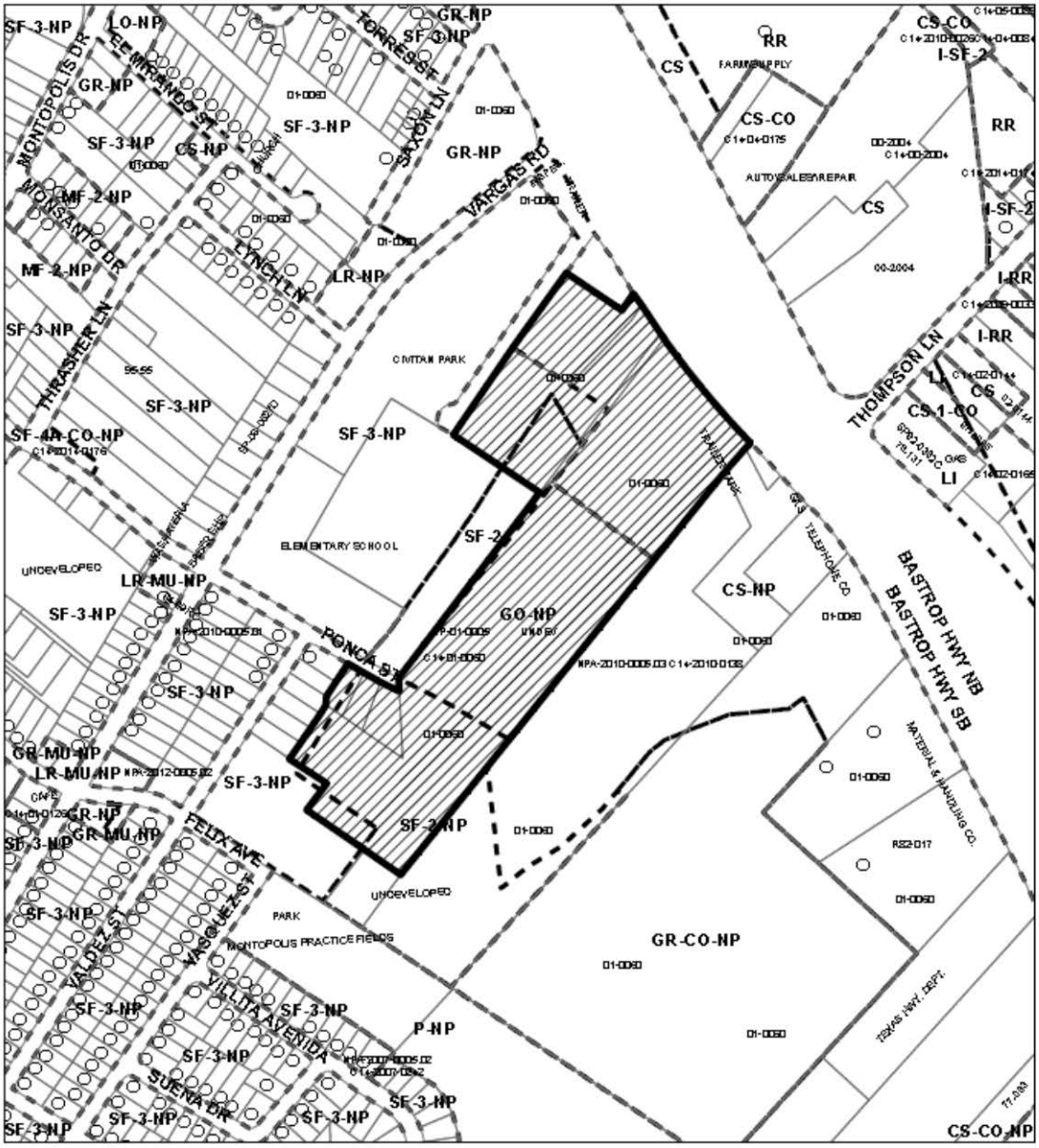
City of Austin
Planning and Development Review Department
Created on 8/5/2015, by: meredithm

Future Land Use

Subject Tract	Mixed Use
Subject Property	Office
Single-Family	Industry
Mixed Residential	Civic
Multi-Family	Recreation & Open Space
Commercial	Utilities



N

SUBJECT TRACT
PENDING CASE
ZONING BOUNDARY

ZONING

CASE#: C14-2015-0104

1 " = 400 '

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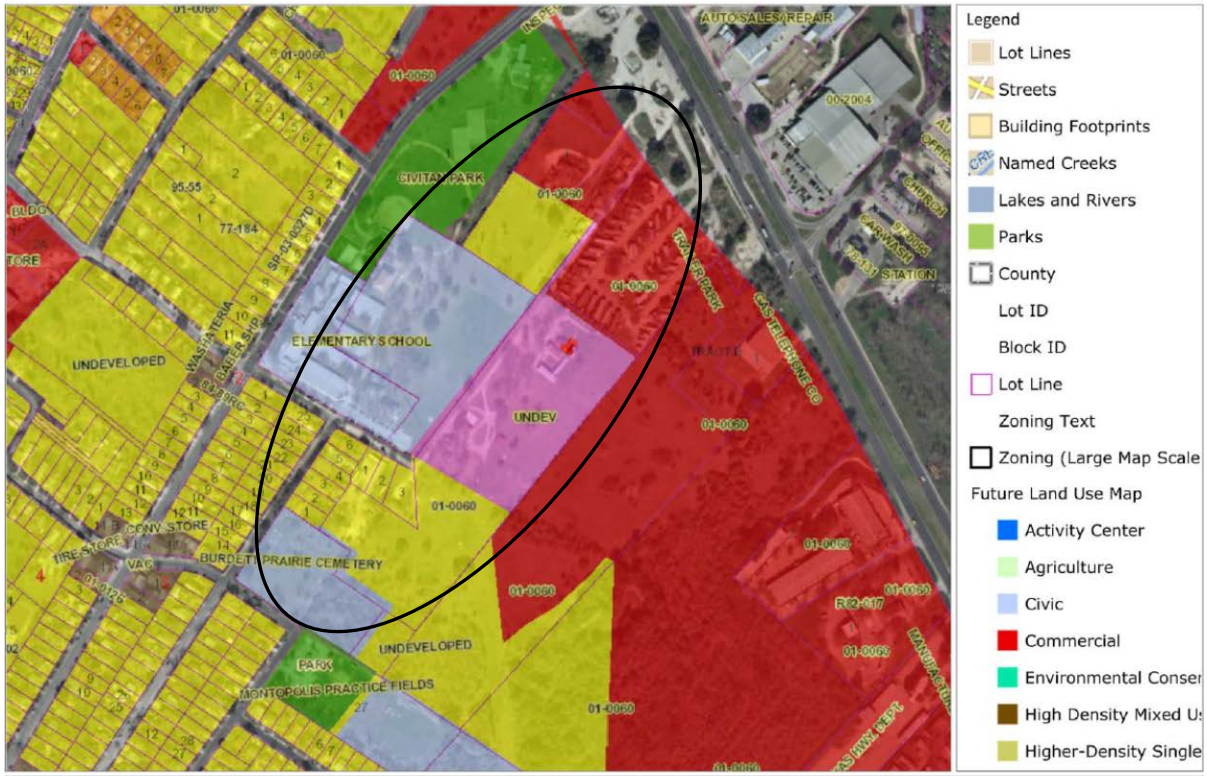
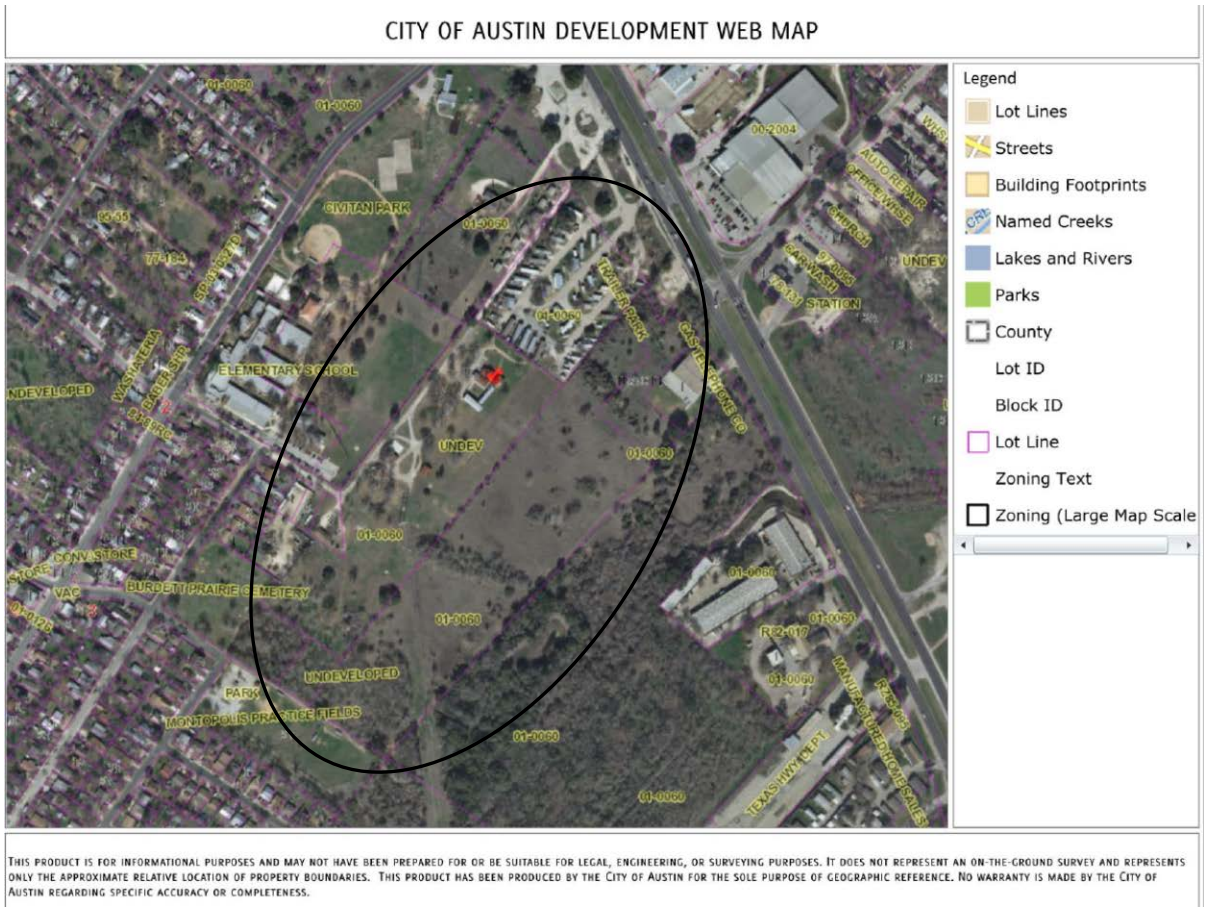
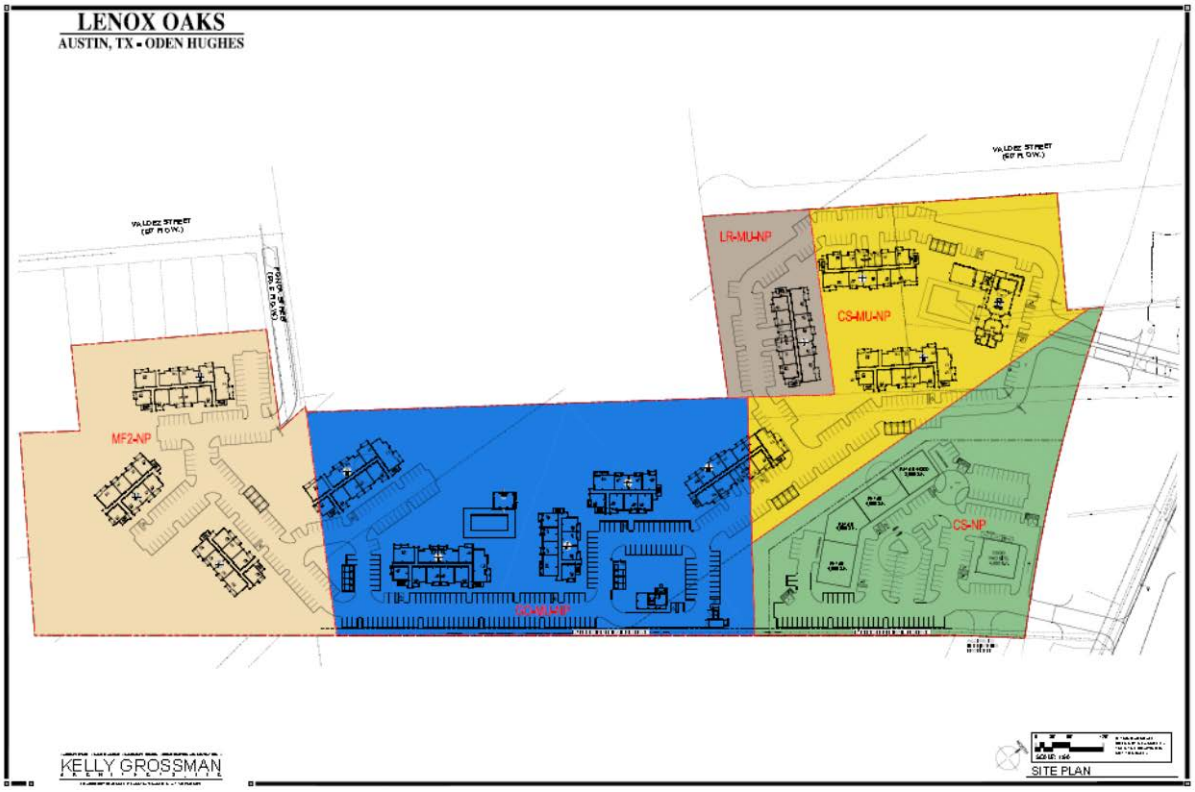
CITY OF AUSTIN DEVELOPMENT WEB MAP




CITY OF AUSTIN DEVELOPMENT WEB MAP
Legend
Lot Lines
Streets
Building Footprints
Named Creeks
Lakes and Rivers
Parks
County
Lot ID
Block ID
Lot Line
Zoning Text
Zoning (Large Map Scale
CIVITAN PARK
ELEMENTARY SCHOOL
UNDEV
UNDEVELOPED
PARK
MONTOPOLIS PRACTICE FIELDS
BURDETT PRAIRIE CEMETERY
CONVENIENCE STORE
VAC
TEXAS HWY DEPT
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 THE CITY OF AUSTIN FOR THE SOLE PURPOSE OF GEOGRAPHIC REFERENCE. NO WARRANTY IS MADE BY THE CITY OF AUSTIN REGARDING SPECIFIC ACCURACY OR COMPLETENESS.



Map Submitted by Applicant

Material Submitted by Applicant's Agent

11/17/15

EXHIBIT B

October 15, 2015

Re: Lenox Oaks Tenant Relocation Assistance Program

Proposed elements of an agreement to be entered in to by the Developer and the current residents of the Cactus Rose Mobile Home Park, 500 Bastrop Hwy., Austin, TX 78744

1) Written notice to be provided to all tenants in both English and Spanish via certified mail, return receipt requested or acknowledged hand delivery.
2) Public meeting with Tenants, advance notice provided, to fully explain the relocation assistance program and to answer questions.
3) To qualify for the relocation assistance program Tenants must be in full compliance with the terms and conditions of their current lease agreement and all utility accounts to be paid to date.
4) Target the relocation period for summer when school is not in session.
5) The agreement will not provide for offset of deposits, i.e., deposits will be refunded after move out, subject to the terms of the lease.
6) After move out, provided that Tenant has paid their last months rent and produced evidence of payment of their final utility bill, the Agreement will guarantee compensation of $1000.00 for relocation expenses to each mobile home and $500.00 for each recreational vehicle. An additional $300.00 will be paid to any qualified tenant over the age of 65 and/or having a disability.
7) This agreement is expressly subject to private rights of action (7 U.S. Code § 25).
8) Bilingual assistance will be provided as needed throughout the implementation of this relocation assistance program.

Notes:

A) In advance of distribution of this Agreement proposal, meet with the City's Neighborhood Housing and Community Development Department to garner their input.
B) Solicit matching contributions for this program from the City of Austin or like-minded non-profits groups.
C) Request a six month real property tax waiver from the City to help facilitate this private contribution to tenant relocation assistance.

{002.00139131.5} B-1

Material Submitted by Applicant's Agent

11/17/15

Development Standards for Lenox Oaks Rezoning

Montopolis Neighborhood Plan Contact Team -- November 17, 2015 Meeting

I. **Property**: Approximately 23.091 acres total (approximately 3.25 acres retail/restaurant, the remainder will be apartments).

II. **Development Standards**:

A. Proposed Uses

1. 356 apartment units maximum.
2. 16,900 sq. ft. retail.
3. 4,100 sq. ft. restaurant with drive-through adjacent to US 183/Bergstrom Expressway frontage road. (Note: Approximately 65,100 average daily trips along US 183 in 2013. Bergstrom Expressway is proposed as an 8 lane freeway with three lane frontage roads in this vicinity).

B. Rezoning, Conditional Overlays to Rezoning, Neighborhood Plan Amendment

1. Zoning: Property will be re-zoned from existing zoning to provide for more intensive proposed commercial, retail, and restaurant uses adjacent to Bergstrom Expressway. The residential proposed on the property buffers the adjacent existing single-family residential and recreational areas providing a stepdown/buffering from the more intense proposed commercial/retail/restaurant along US 183/Bergstrom Expressway. (see Exhibit "A"):
   a. CS-NP (for commercial area affected by Airport Overlay AO-3 provisions)
   b. CS-MU-NP
   c. LR-MU-NP
   d. GO-MU-NP
   e. MF-2

2. Conditional Overlay: Conditional Overlay to rezoning ordinance prohibits the following uses: Adult-oriented businesses, Bail Bonds, Campground, Kennels, Laundry services, Pawn shop services, Residential treatment, Scrap/Salvage, Vehicle storage, Agricultural sales and services, Building maintenance services, Construction sales and services, Vehicle storage, Laundry services. (Note: Liquor sales is already a prohibited use).

3. FLUM: Montopolis Neighborhood Plan FLUM amendment as follows:
   a. Commercial (for commercial area affected by Airport Overlay A-3 provisions)
   b. Mixed Use
   c. General Office/Mixed Use
   d. Multifamily

C. Buffering, Trail

1. Vegetative buffer including vertical landscaping (trees) will be provided on the property adjacent to single-family homes along Valdez St., to provide screening from any onsite detention facilities and serve as buffer.
2. 75' buffer along south boundary adjacent to cemetery.
3. A shared use path is proposed along the southbound US 183/Bergstrom Expressway frontage road, in connection with that project. A shared-use path accessible by the public will be provided along the eastern property line connecting between adjacent property owned by the City of Austin, and the shared use path along US 183/Bergstrom Expressway.

III. **Relocation Assistance**

1. See Exhibit "B".

IV. **Construction Management**

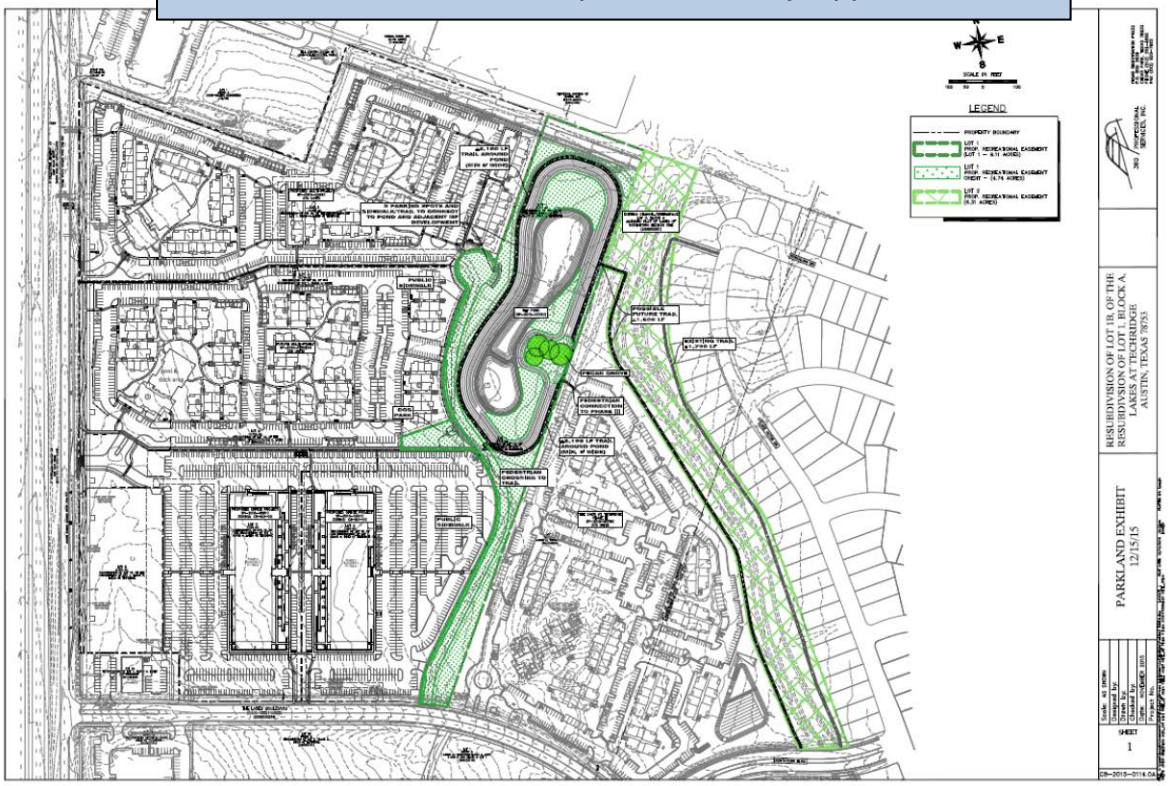
A. Construction will comply with the City of Austin noise ordinance, which allows construction activity from 7:00 am to 7:00 pm, seven days a week, weather and daylight permitting.

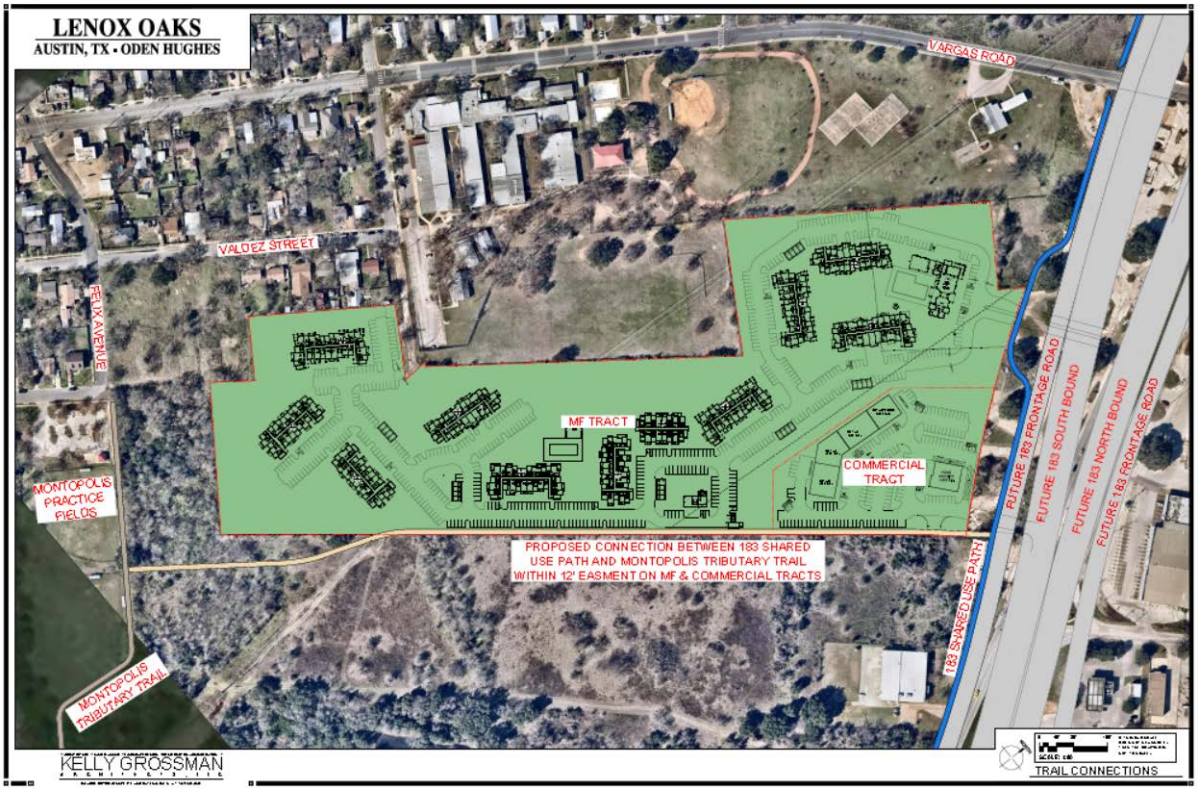
B. Project personnel will remain on-site during construction dedicated to managing delivery, and to address traffic control, assure traffic flow and safety, and minimize street congestion.

C. Contact information for the developer will be posted and available to neighbors to address questions and concerns. Such communications will be logged and tracked for effective follow-up.

{002.00139131.5} 1

Shared Use Trail Maps submitted by Applicant





Shared Use Trail Maps submitted by Applicant

From: Stefan Wray
Sent: Wednesday, September 16, 2015 12:03 AM
To: Meredith, Maureen; Renteria, Sabino; Chincanchan, David; Fisher, Ashley; Solorzano, Nicholas
Cc: Monica Allen; Susana Almanza; Candace Carpenter; Delwin Goss; Larry Gross; evasmic2@; Marilyn Jackson; Israel Lopez; Margaret Malangalila; flm@ tmonrealmendoza@; florence.ponziano@; Pam Thompson; mrs.m.noyola@; munizmillie@; Anthony Golden; crharrismoore@; Serape2@; Corazon.renteria@; Liberated512@; liz_brightwell@; mannyvcamero1@; David Hartman (dhartman@)
Subject: Trail Through Re: Sept. 28 Cmty Mtg: NPA-2015-0005.04_Lenox Oaks
Importance: High

Maureen,

Please include these two attached documents in the comments and backup material for this case.

The reason is that both documents deal with possible future trail development along the Austin Energy easement that cuts through this property.

I see that the applicant in one of the responses in the NPA application makes reference to the bike path and walking path along the new 183 expressway. So perhaps they are bike and trail friendly.

I want to make the applicant aware of and consider the possibility of including bike and walking connectivity along the Austin Energy easement through that property. This could connect Civitan Park to the Watershed Floodplain Management Area (aka the Montopolis Greenbelt) and to the Montopolis Practice field.

Since they can't build anything beneath or within the corridor of the Austin Energy easement it should not be a difficult sell to convince the applicant to see this easement as a possible trail route.

There are some maps in these documents that show some of the options.

Thanks,

Stefan Wray

~!~!~!~!~

Stefan Wray, MPAff, MA

Email: stefan@
Phone: 512-983-5852
Skype: stefwray
LinkedIn: http://www.linkedin.com/in/stefanwray
Ham Radio: KG5FSZ
- -

Montopolis Greenbelt Association Main Spine Trail Proposal

I. Purpose

This proposal describes one of three trail sections in the total Montopolis Greenbelt Trail Network. The focus of this proposal is the main spine trail section, which is outlined below. The citizen organization in support of this project is the Montopolis Greenbelt Association and its goal is to see this route accepted by the City of Austin as a part of its overall bikeway and trail network plans. This proposal will primarily outline the basic information about the Montopolis neighborhood, followed by a history and actions to date of the Montopolis Greenbelt Association as the trail network advocate. It will summarize the main spine trail route, its ideal purposes, and conclude by describing what is needed from the City of Austin.

II. The Montopolis Greenbelt Trail Network

The Montopolis Greenbelt Trail Network (MGTN) will serve people living in Montopolis along and near the trail corridors. Montopolis residents currently have access to just a few short neighborhood trails: one in Montopolis Park on Montopolis Dr. and one in Civitan Park on Vargas Rd in addition to 2.3 miles in Roy G. Guerrero Colorado River Park slightly farther away. The desire of the following main spine trail proposal is to incorporate the MGTN of trails and bikeways into the Montopolis neighborhood for the purpose of both recreation and transportation. The MGTN will link neighborhood destinations as well as provide access to other present artery trail systems in order to connect residents to additional parts of the Austin metropolitan area. The proposed MGTN will add significant trail mileage for both residents of the older parts of Montopolis and the recently built, and future planned, single family and multifamily housing developments. Additionally, it will increase access for all Austin residents who enjoy hike and bike trails to new trails and another part of the city. The MGTN consists of three different segments; the proposed main spine trail which will connect E. Riverside Drive to the Montopolis neighborhood, the natural surface trail located on City of Austin Watershed Department and Austin Parks and Recreation Department property, and the on-street bikeway routes.

The future goal of this proposed main spine trail section is to ultimately connect the Montopolis neighborhood to the proposed Riverside transit stop, to provide bike access to the airport to the east, and across the Colorado River to reach downtown Austin to the north. The

Material Submitted by Stefan Wray

following describes the specifics of the main spine trail, citizen-developed hike and bikeway suggestions.

III. Benefits of the Connections and Routes

As growth in Austin continues to amplify, the Montopolis neighborhood will be further surrounded by development. The MGTN will serve as a buffer between properties developed for single family and multifamily residences and properties used for commercial and industrial park purposes. It will add access to the Riverside Meadows neighborhood that currently has points of entry and exit for foot, bicycle, and car traffic only on E. Riverside Drive.

The first goal of this designated main spine pedestrian and bike route will be to link residents with their jobs and schools. Inside of the Montopolis neighborhood is Allison Elementary School, a school within the Austin Independent School District (AISD). Allison Elementary is located in the heart of the Montopolis neighborhood and has a student population of approximately 534 students with 65 faculty and staff. This school provides multiple important services to the community, including Extend-A-Care afterschool programming. Additionally, the Austin Community College (ACC) Riverside Campus lies along the proposed bike routes close to Roy G. Guerrero Colorado River Park. The proposed bike and pedestrian routes that are a part of the MGTN will provide safe, easy, and healthy transportation alternatives within the neighborhood to Allison Elementary, to local, small businesses, and to the larger scale network of trails associated with downtown Austin as well. The MGTN will provide connectivity, especially bicycle transportation to the trail system in the Roy G. Guerrero Colorado River Park and to the eastern terminus of the Lance Armstrong Bikeway via the Montopolis Bridge and US Highway 183 that will eventually be closed to car traffic.

The second goal of this proposed main spine trail is to provide a link to the MGTN connections to Civitan Park, Montopolis Park, and Montopolis Practice Fields for recreation. This proposed route identifies the citizens' opinion of the safest path to these locations for families who are traveling to take advantage of what these facilities have to offer. Basketball courts, baseball fields, open fields, and playgrounds are just a few of the features that are enjoyed currently by families in the Montopolis neighborhood. At present, the Montopolis baseball fields lie in a state of decline with a parking lot whose surface is deteriorating with illegal dumping a somewhat common occurrence. Increased and safe connectivity to these recreations areas will encourage the returned usage, cleanup and development of other community activities such as

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community gardens, outdoor youth programs, while bringing additional consumers to area businesses.

IV. Montopolis Greenbelt Association

The Montopolis Greenbelt Association (MGA) formed in February 2010 as a group of neighbors and friends who work together to create hike, bike, and nature trails and to clean up creeks and land in the MGTN. At present they have raised a total of $24, 000 through various grants from the Austin Park Foundation, Texas Parks and Wildlife, and from the Hazardous Waste Professionals Association. This is coupled with a significant number of hours spent on volunteer work. This includes more than 8 workdays cleaning up sections of the greenbelt with a combined total of more than 2,250 person-hours of volunteer time. MGA is dedicated to fulfilling the work ahead to establish the MGTN: the on-street portion, the natural surfaced trail, and the main spine trail. MGA, in regards to this main spine trail proposal, is not proposing to lead the development effort once the City determines a route and funding mechanism. MGA will offer to provide voluntary trail cleanups and general citizen patrols for any issues that could arise.

V. Proposed Main Spine Trail Route and Associated Issues

This proposal describes the main spine trail (see map: Figure 1.) that will eventually be one section of the total MGTN. Below is the proposed route that the MGA developed in conjunction with neighborhood residents and trail enthusiasts with the assistance of the National Park Service Rivers & Trails Conservation Assistance Program (NPS-RTCA), City of Austin staff, and American Youth Works. On April 30, 2011, a group of 29 people gathered at the Montopolis Practice Fields, located at 901 Vasquez Street. Facilitated by the NPS-RTCA program, volunteers were divided into three groups to examine the three major sections of the MGTN: the on-street section, the natural surface trail, and the main spine trail from E. Riverside Drive. The main spine trail group walked the following route and developed bikeway design alternatives and questions based on their desired outcomes. It is the desire of MGA to see that this main spine trail be added to the City's official bike plan and scheduled for design and construction through the City's funding mechanisms.

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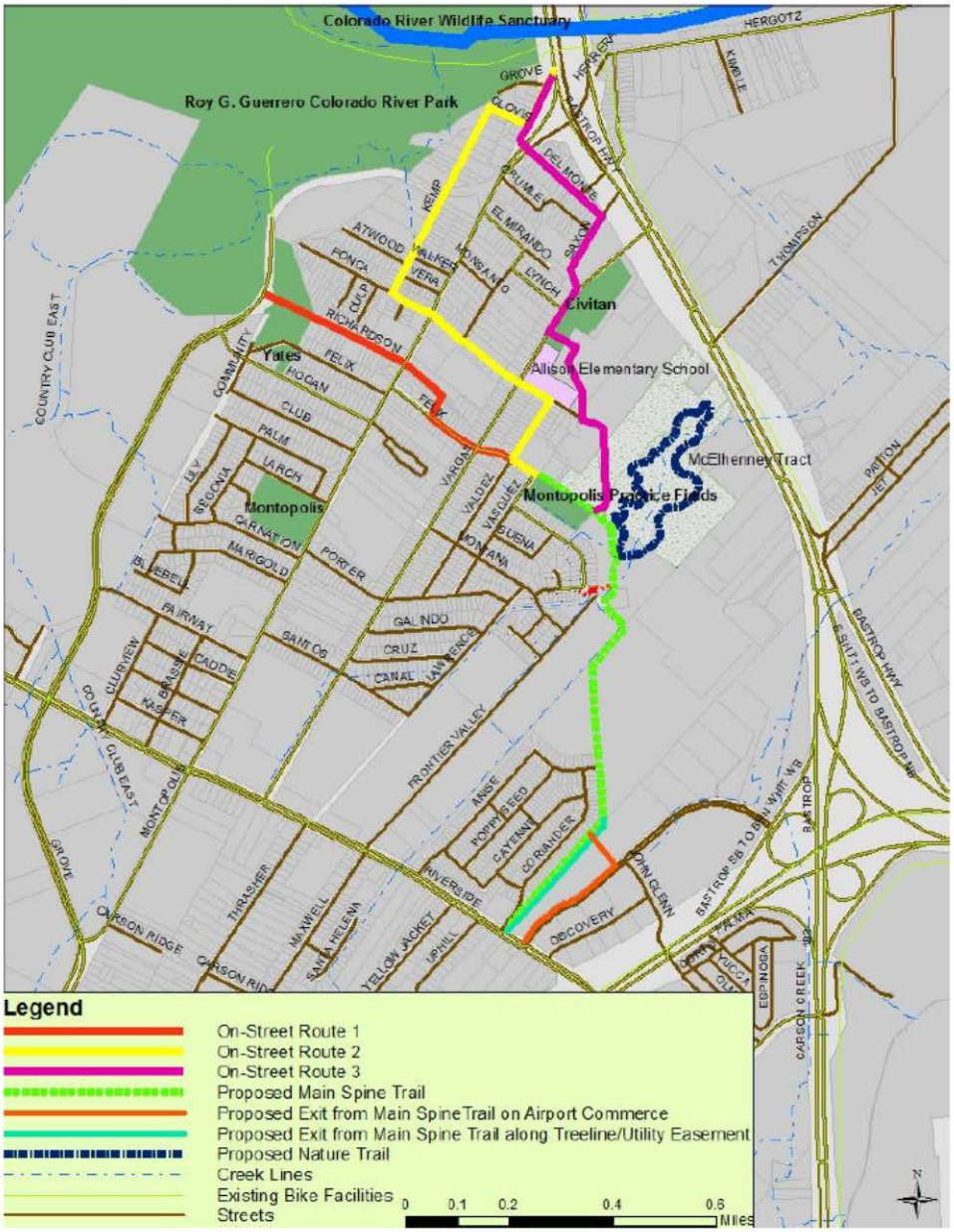

Figure 1. This map depicts the combination of all three MGTN sections: this proposed main spine trail, the natural surface trail, and the three different on-street route alternatives.

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The main spine trail has three alternative routes, **Route 1**, **Route 2**, and **Route 3**, that were developed by Montopolis residents, and it is their desire to see a route implemented in steps with a place-holder/phased trail. A phased trail implementation design means the initial trail put into place will be marked with semi-permanent materials, such as gravel, crushed granite, or mulch. The final intention of the trail plan will mean that a permanent trail material will be later constructed in its place. All three possible routes run from E. Riverside Dr. to the Simmons Vedder property to the Montopolis Practice Fields. Each route will require some form of landowner permission, acquisition or easement for trail use from Simmons Vedder. The route alternatives with their associated issues are described below.

Route 1 (see map: Figure 2.) departs from current bus stop 350 on E. Riverside Dr. and stays close to the Riverside Meadows neighborhood fence line to the Simmons Vedder property. The property that runs from E. Riverside Dr. is owned by Southeast Austin Associates: Bennett Realty Group. The suggestion is to use the pipeline or power line right of way (ROW) over the Simmons Vedder property (see Appendix B for more details). Use of this pipeline ROW may be subject to a city ordinance that requires a 50' setback from residential land use. The HOA does own the street corner at E. Riverside Dr. and Coriander and this could possibly be considered to locate the trail from E. Riverside Dr. There is currently a row of poor quality trees along this described trail corridor section that could be kept for the shade or cut down and replaced with more desirable species. A steep slope from E. Riverside Dr. will need to be negotiated through engineering design to reach the remainder of the trail corridor, which is at a lower elevation, and then relatively flat.

Route 2 (see map: Figure 2.) follows along the power line easement through the Simmons Vedder property and avoids the Riverside Meadows HOA property. This route connects to bus stop 350 on E. Riverside Dr. **Route 2**, is less intrusive of the residents, follows along a commercial parking lot, but is less scenic. The same need for an engineering design to negotiate the steep slope from E. Riverside Dr. occurs in **Route 2**.

Issues associated with both **Route 1** and **Route 2** are related to the need to acquire certain easements and to setback the trail from residential land use. MGA and the City of Austin will need to determine whether this main spine trail would be designed as an active or passive trail and how this designation would require a 50' residential land use buffer or whether it could be waived. It needs to be determined if the HOA property outside the fence line is designated as a

Material Submitted by Stefan Wray

fire lane and if that lane can also be used as a trail corridor. It still needs to be determined whether or not the HOA would like open access or a locked gate to this main spine trail. Lastly, whether **Route 1** or **Route 2** is chosen, MGA would desire a cut through trail or spur that will connect the spine trail to Airport Commerce Dr. and the near vicinity of hotels where guests could use the trail.

Route 3 (see map: Figure 2.) uses Airport Commerce Rd. for the trail corridor. Presently there is sidewalk on the west side of the road which could be widened to a 10' hike and bike pedestrian trail. If biking on-street, all northbound bicycles would be required to cross the median and this would require a curb cut to allow them to proceed. The owners of this property are SFSV Hill Airport Commerce LP (see Appendix B for more details). This main spine trail route alternative is the closest connection to the proposed Light Rail Transit (LRT) stop on E. Riverside Dr.

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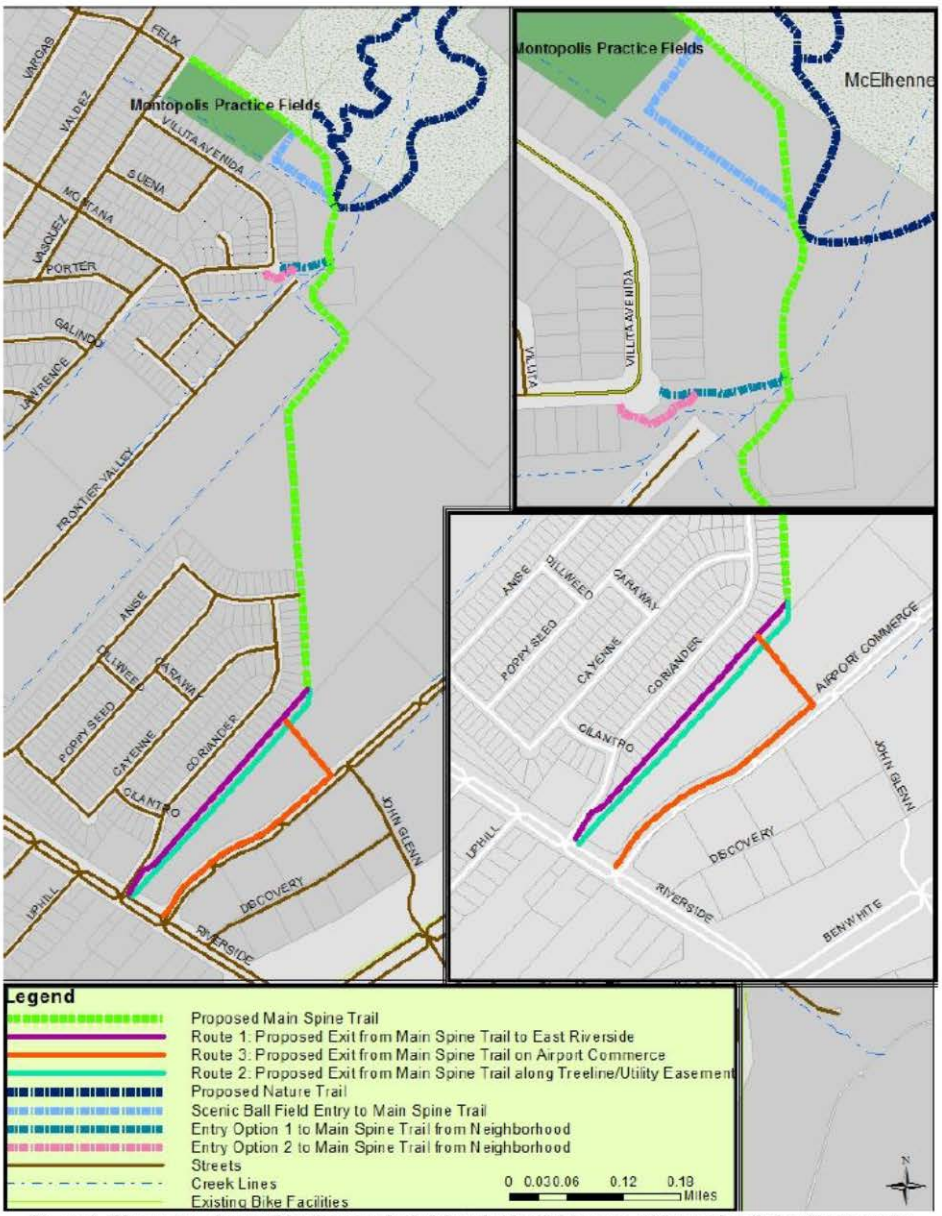

Figure 2. The main spine trail is given on the left hand side of this map, with two detailed pullouts on the right hand side that depict the alternate routes suggested.

Material Submitted by Stefan Wray

All of the potential spine trail options, **Route 1**, **Route 2**, and **Route 3**, will need to travel along and/or cross Austin Energy utility ROW as well as use City owned land held by both Watershed Protection and Parks and Recreation. An issue associated with all 3 Routes is the clarification of ROW use for the cut through trail that runs underneath fiber-optic lines with the landowners, SFSV Hill Airport Commerce LP. Coordination and approval by these departments is a recognized task with which MGA can assist or leave to the lead City department, likely Neighborhood Connectivity.

There are multiple alternative connections to the Montopolis Practice Fields and to Villita Avenida from the proposed main spine trail. Some alternatives are more direct and some are more scenic. MGA expects the city to select the most appropriate route.

Spur trail routes are also desired by MGA. In addition to the main spine arriving at the Montopolis Practice Fields and connecting to Vargas Street, MGA would like to see a spur to Villita Avenida along a Watershed Protection access road and a spur over to US Highway 183 when the toll way authority completes the anticipated bike/ped side path after toll way development with scheduled completion in 2015.

Finally, a future vision held by MGA is that the selected main spine trail route assists MGTN trail users with connecting from E. Riverside Dr. to Austin Bergstrom International Airport (ABIA) LRT stop. This could mean the trail head would benefit from car parking for trail users. MGA recognizes that City of Austin employee, Junie Plummer is one of the correct individuals to contact regarding the land easements and right of use. The MGTN placeholder trail concept is officially incorporated into the Montopolis neighborhood plan and MGA is eager to begin work on the implementation of this trail process after a thorough review by Austin Energy and the use of their ROW property. A phased trail implementation design means the initial trail put into place will be marked with semi-permanent materials, such as gravel, crushed granite, or mulch. The final intention of the trail plan will mean that a permanent trail material will be later constructed in its place.

VI. Implementation Strategies

A. Partnerships

MGA has successfully partnered with multiple agencies thus far to accumulate resources and to understand the depth of the MGTN goal. Past and current partnerships include NPS-RTCA, Texas Parks and Wildlife, Austin Parks Foundation, Keep Austin Beautiful, various City

Material Submitted by Stefan Wray

departments, and the Hazardous Waste Professionals Association. MGA is currently working on building their capacity as an organization in order to form and develop further partnerships to assist in the achievement of their goals. Additionally, MGA will follow the best practices in trail design guidelines and when on parkland, would seek the expertise and advice of the City of Austin Parks and Recreation Department. MGA is willing to advocate for approval of any plans that need to be reviewed by the boards and commissions. It is the foremost goal of MGA that the Montopolis Tributary Trails Network meets all user needs and that all safety issues have been addressed.

B. Combination of Roles

MGA is the unincorporated nonprofit, citizen group sponsoring the development and maintenance of the MGTN. Currently, MGA plans on spending a portion of their money on enhancing their organizational capacity through marketing for more organization members pulled from residents within the Montopolis neighborhood.

The proposed main spine trail, if developed to American Association of State Highway Transportation Officials (AASHTO) standards by the City, would fall primarily to the City of Austin for its construction and general upkeep with MGA proposing to conduct voluntary cleanups and general patrolling of all off-street sections of the MGTN as a whole. MGA is interested in helping plant trees and improving the landscaping along the proposed main spine trail, especially as it traverses open meadow.

MGA has already contacted Simmons Vedder to gauge the company's willingness to provide a trail easement. The response indicated a conditional "yes" but permanent easement terms would be better negotiated by the City.

Finally, MGA will seek approval from all appropriate Montopolis neighborhood associations and support groups such as bike advocates in order to promote all portions of the MGTN. This will include, but is not limited to, having Montopolis neighborhood representatives in attendance at relevant City of Austin public meetings, conducting volunteer clean up days, as well as further fundraising for other portions of the MGTN.

VII. Summary

In conclusion, this main spine hike and bike trail proposal seeks to achieve official inclusion in the City of Austin bike plan and/or urban trail plan for one or more of the routes. The proposing citizen organization, the Montopolis Greenbelt Association, exists to provide the

Material Submitted by Stefan Wray

support in volunteer hours towards trail coordination through the approval and permitting process with the City of Austin, trail design and general trail cleanup days. In total, the Montopolis Tributary Trail Network consists of three different sections of trail, the on-street section, the natural surface trail section, and this proposed main spine trail that connects to E. Riverside Dr. The contents of this proposal have focused on the main spine trail section and MGA's desire for the City to become the developer of a hard surfaced transportation trail. Finally, MGA, as they continue to grow their capacity will remain flexible to the needs of the City of Austin through this approval process and provide any additional information and support upon request.

VIII. Appendix

A. Appendix A: MGA contact information Appendix

Stefan Wray
(512) 983-5852
stefan@iconmedia.org

Pam Thompson
(512) 468-7607
pam@iconmedia.org

B. Travis County Central Appraisal District Information

Property Location on MGTN	Property Owners	Travis County CAD Property Number	Travis County CAD Ref ID 2 Number
Main Spine Trail Routes 1, 2, and 3	SFSV Hill Airport Commerce II LLC (Simmons Vedder)	773243	03082001030000
Main Spine Trail Route 1	Southeast Austin Associates: Bennett Realty Group	806072	03121806060000
Main Spine Trail Route 3	SFSV Hill Airport Commerce LP	483297	03102001030000

Material Submitted by Stefan Wray

Montopolis Greenbelt Association On-Street Route Review Request

I. Purpose

This proposal describes one of three trail sections in the total Montopolis Greenbelt Trail Network. The focus of this proposal is the on-street section of trail of which three on-street route alternatives are outlined below. The citizen organization in support of this project is the Montopolis Greenbelt Association and its goal is to see at least one of these three route alternatives, if not all three, be accepted by the City of Austin as a part of their overall bikeway and trail network plan. This proposal will primarily outline the basic information about the Montopolis neighborhood, followed by a history and actions to date of the Montopolis Greenbelt Association as the trail network sponsor. It will summarize the three different proposed on-street route alternatives, their ideal purposes, and conclude by describing what is needed from the City of Austin.

II. The Montopolis Greenbelt Trail Network

The Montopolis Greenbelt Trail Network (MGTN) will serve people living in Montopolis along and near the trail corridors. Montopolis residents currently have access to just a few short neighborhood trails: one in Montopolis Park on Montopolis Dr. and one in Civitan Park on Vargas Rd in addition to 2.3 miles in Roy G. Guerrero Colorado River Park slightly farther away. The desire of the following on-street bikeway proposal is to incorporate the MGTN network of trails and bikeways into the Montopolis neighborhood for the purposes of both recreation and transportation. The MGTN will link neighborhood destinations as well as provide access to other present artery trail systems in order to connect residents to additional parts of the Austin metropolitan area. The proposed MGTN will add significant trail mileage for both residents of the older parts of Montopolis and the recently built, and future planned, single family and multifamily housing developments. Additionally, it will increase access for all Austin residents who enjoy hike and bike trails to new trails and another part of the city. The MGTN consists of three different segments, the main spine trail which will connect E. Riverside Drive to the Montopolis neighborhood, the natural surface trail located on City of Austin Watershed Department and Austin Parks and Recreation Department property, and these proposed on-street bikeway routes.

The overall goal of these three segments is to ultimately connect the Montopolis neighborhood to the proposed Riverside transit stop, to provide bike access to the airport, and

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across the Colorado River to reach downtown Austin. The following describes the specifics of the on-street, citizen developed bikeway suggestions.

III. Benefits of the Connections and Routes

As growth in Austin continues to amplify, the Montopolis neighborhood will be further surrounded by development. The MGTN will serve as a buffer between properties zoned for single family and multifamily residences and properties zoned for commercial and industrial park. A trail network will add access to Riverside Meadows neighborhood that currently has one point of entry and exit for foot, bicycle, and car traffic at E. Riverside Drive.

The first goal of these designated on-street pedestrian and bike routes will be to link residents with their jobs and schools. Inside of the Montopolis neighborhood is Allison Elementary School, a member of the Austin Independent School District (AISD). Allison Elementary is located in the heart of the Montopolis neighborhood and has a student population of approximately 534 students with 65 faculty and staff. This school provides multiple important services to the community, including Extend-A-Care afterschool programming. Additionally, the Austin Community College (ACC) Riverside Campus lies along the proposed bike MGTN routes close to Roy G. Guerrero Colorado River Park. The proposed bike and pedestrian routes that are a part of the MGTN will provide safe, easy, and healthy transportation alternatives, within the neighborhood to Allison Elementary, to local, small businesses, and to the larger scale network of trails associated with downtown Austin as well. The MGTN will provide connectivity, especially bicycle transportation to the trail system in the Roy G. Guerrero Colorado River Park and to the eastern terminus of the Lance Armstrong Bikeway via the Montopolis Bridge that will eventually be closed to car traffic.

The second goal of these proposed on-street routes is to provide connections to Civitan Park, Montopolis Practice Fields, and Roy G. Guerrero Colorado River Park for recreation. These proposed route alternatives identify the citizens' opinion of the safest path to these locations for families who are traveling to take advantage of what these facilities have to offer. Currently several of these routes are already in use by residents. Basketball courts, baseball fields, open fields, and playgrounds are just a few of the features that are enjoyed presently by families in the Montopolis neighborhood. At present, the Montopolis baseball fields lie in a state of decline with a parking lot whose surface is deteriorating with illegal dumping a common occurrence. Increased and safe connectivity to these recreations areas will encourage the returned

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usage, cleanup and development of other community activities such as community gardens, outdoor youth programs, while bringing additional consumers to area businesses.

IV. Montopolis Greenbelt Association

The Montopolis Greenbelt Association (MGA) formed in February 2010 as a group of neighbors and friends who work together to create hike, bike, and nature trails and to cleanup creeks and land in the Montopolis Greenbelt. At present they have raised a total of $24,000 through various grants from the Austin Park Foundation, Texas Parks and Wildlife, and from the Hazardous Waste Professionals Association. This is coupled with a significant number of hours spent on volunteer work. This includes more than 8 workdays cleaning up sections of the greenbelt with a combined total of more than 2,250 person-hours of volunteer time. MGA is dedicated to fulfilling the work ahead to establish the MGTN: the on-street portion, the natural surfaced trail, and the main spine trail. MGTN, in regards to this on-street route proposal, will have minimal interaction once the route is established with the exception of conducting patrols on the trail portions suggested in Route 1 and Route 3 if those routes are selected.

V. Proposed Routes and Associated Issues

This proposal describes three on-street route alternatives (see map: Figure 1.) that will eventually be one section of the total MGTN. Below are three proposed routes that the MGTN developed in conjunction with neighborhood residents and trail enthusiasts with the assistance of the National Park Service Rivers & Trails Conservation Assistance Program (NPS-RTCA), City of Austin staff, and American Youth Works. On April 30th, 2011 a group of 29 people gathered at the Montopolis practice fields, located on Vasquez Street. Facilitated by the NPS-RTCA program, volunteers were divided into three groups to examine the three major sections of the MGTN: the on-street section, the natural surface trail, and the main spine trail from E. Riverside Drive. The on-street group walked each of the following three route alternatives and developed bikeway design suggestions based on their desired outcomes. It is the desire of MGA to see that one or more of these three routes be selected and added to the city's bike plan, and either designated as an official bike lane with striping if the road width allows for it, or designated as an official bike route with signage, as determined by the expertise of the City of Austin staff.

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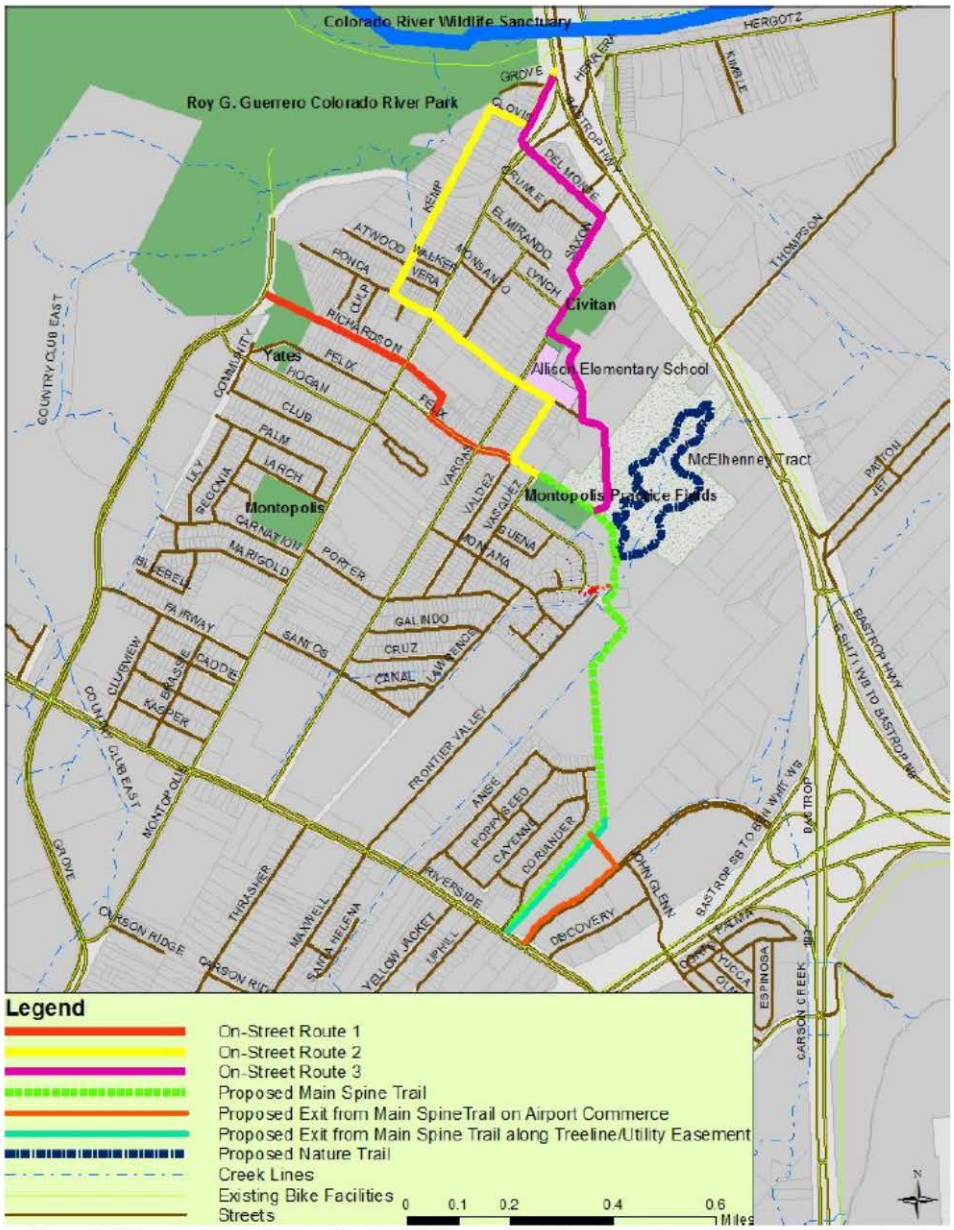

Figure 1. This map depicts the combination of all three MGTN sections: the main spine trail, the natural surface trail, and these three proposed on-street route alternatives.

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Route 1 (see map: Figure 2.) connects the Montopolis Practice Fields to Roy G. Guerrero Colorado River Park by way of Felix St. and Richardson St. Richardson St. dead ends into the City of Austin Parks and Recreation Department (PARD) property on eastern edge of Roy G. Guerrero Colorado River Park. There is an opening in the fence at this location that residents are presently using as informal access to the park along a natural surface dirt path. There are currently sidewalks on the majority of **Route 1**, with the exception of no sidewalk on Richardson St. until it reaches Montopolis Dr. It is the desire of MGA to see Richardson St. become a one way street from Montopolis Dr. to Felix St. with a two lane bike/pedestrian path on one side of the street. Additional design recommendations for **Route 1** include a sign at or near the gate/opening in the fence at the dead end of Richardson St. into Roy G. Guerrero Colorado River Park that identifies how to access further extensions of present trail networks. MGA suggests the sign provide directions to Hogan St., the ACC Riverside campus, Roy G. Guerrero Colorado River Park, downtown Austin, and Ruiz Library. The property on the non-street side of this opening is currently maintained by PARD, so a second recommendation includes the extension of a dirt trail that connects this opening to Grove Dr. and Roy G. Guerrero Colorado River Park as well as the placement of a trash can and a dog poop station at this juncture.

There are several street level issues associated with **Route 1**. Under the **Route 1** plan, a street light is requested to be installed at the intersection of Felix St. and Richardson St. (Figure 2., #1), as well as a street light on the corner of Richardson St. as it turns towards Montopolis Dr. (Figure 2., #2). The largest street level issue by far, however, is the need for a bike-pedestrian cross walk across Montopolis Dr. at Richardson St. that meets the City of Austin's safety standards (Figure 2., #3). This is currently a bus stop for school children and a busy intersection used by pedestrians on Sundays due to the conglomeration of churches at that corner. The safety of both school children and neighborhood residents would be greatly increased with measures that address curbing the speed of vehicle traffic at that intersection.

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Figure 2. Close up map of MGTN On-Street Route 1 with its associated issues numbered where attention needs to be given.

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A second option, **Route 2** (see map: Figure 3.), connects the Montopolis Practice Fields to Roy G. Guerrero Colorado River Park at the US Highway 183, Montopolis Bridge. **Route 2** dead-ends and connects with entrances to the new City of Austin bike route 65 at the Montopolis Bridge and a trail that leads inside Roy G. Guerrero Colorado River Park via the Old Grove Dr. It should be noted here that the route cannot extend down Ponca St. until it dead-ends due to a large cliff that exists between the dead end of Ponca St. and Roy G. Guerrero Colorado River Park. There are currently no sidewalks on the majority of **Route 2**, with the exception of Ponca St. after it crosses Vargas St. where it does have a sidewalk. This on-street **Route 2** would be enhanced if a sign that provided directions to other locations and trails were placed at the Montopolis Bridge and at the entrance to Roy G. Guerrero Colorado River Park via Old Grove Dr. The suggested signage could direct the user to downtown Austin, Roy G. Guerrero Colorado River Park, the Montopolis Bridge, ACC Riverside campus, Ruiz Library, and in the opposite direction, to Civitan Park, the MGTN, and to E. Riverside Dr. If **Route 1** and **Route 2** were both implemented, they could be merged to create a loop inside the MGTN.

Street level issues involved with **Route 2** include the necessity for safety measures that would slow down the vehicle traffic on Ponca St. This street is close to Allison Elementary school and many children use this to travel between home to school alongside vehicle traffic that one study showed to be up to 60 mph. At school start and end times there is significant traffic congestion that is worsened by how Ponca St. bends. Typically there are a large number of parked cars on either side of the road which makes navigation by bike or pedestrian challenging at present (Figure 3., #1).

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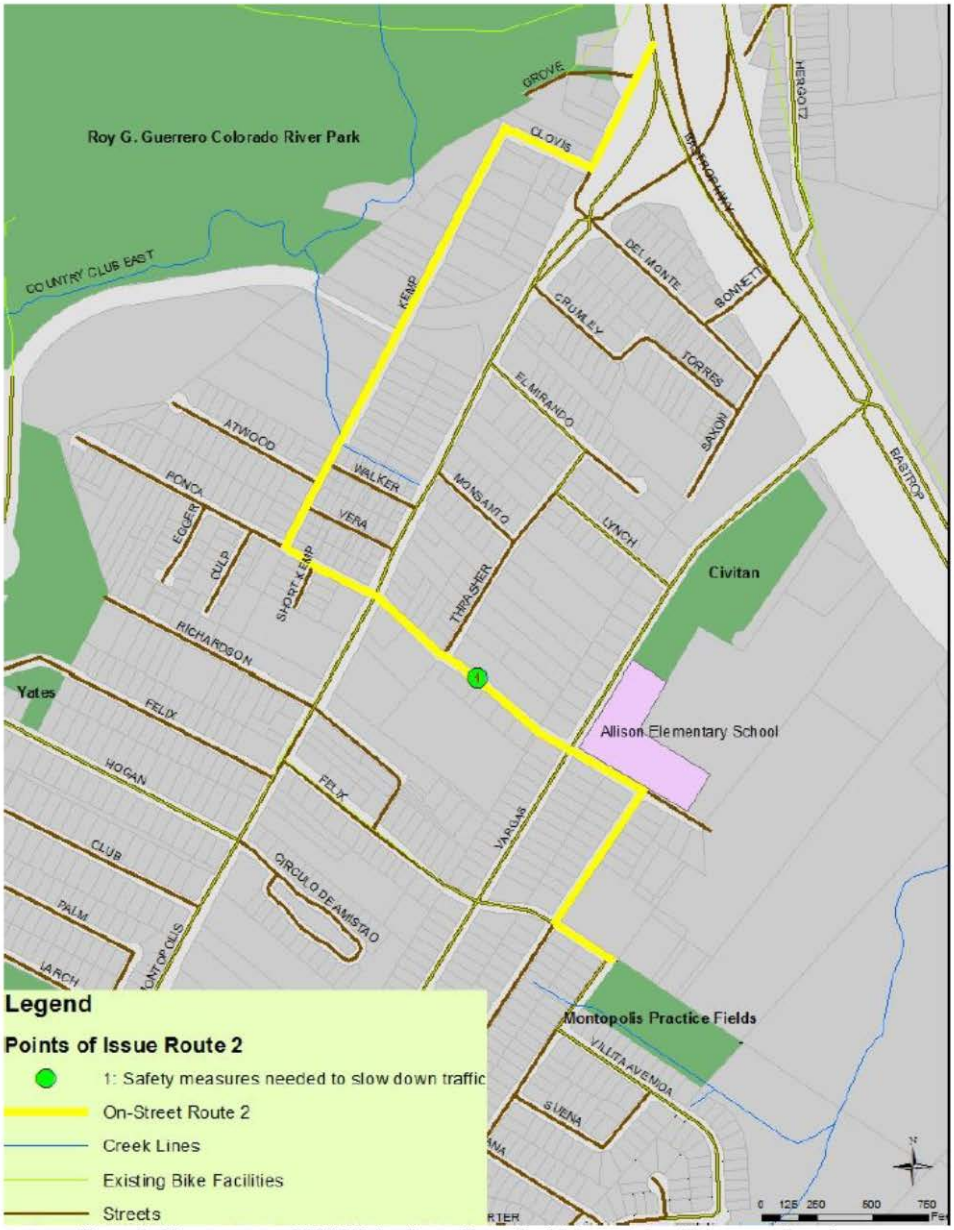

Figure 3. Close up map of MGTN On-Street Route 2 with its associated issues numbered where attention needs to be given.

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The last proposed route is on-street **Route 3** (see map: Figure 4.). **Route 3** takes the cyclist or pedestrian from the Montopolis Practice Fields to the Montopolis Bridge trailhead previously described but via a different on-street route. In this instance, the route user will leave the Practice Fields and travel off-road acreage that belong to the Lords Vineyard Christian Church and would require the acquisition of an easement. It then cuts across to AISD owned property directly behind Allison Elementary School to Civitan Park. The **Route 3** will then cross Vargas St. to traverse a piece of private property (already currently in use by residents and especially by school children) connecting to the dead-end of Saxon St. This private property is owned by Jayco Holdings I LTD & Heron Holdings I LTD (see Appendix B for more details). **Route 3** then travels down Saxon St. to Del Monte St. then across Montopolis Dr where it makes a right onto Grove Dr. until it dead-ends at the previously described Montopolis Bridge, Roy G. Guerrero Colorado River Park entrance.

Route 3 has sections that are off-street, and the sections on-street do not currently have sidewalks on them. In order for **Route 3** to be the safest possible, MGA recommends the placement of City of Austin approved safety measures in these locations. They suggest staff-determined bike and pedestrian safety measures to be taken as **Route 3** crosses Vargas St. to reach the property that connects to Saxon St. (Figure 4., #1) and where Del Monte St. crosses Montopolis Dr. to Grove Dr. (Figure 4., #2). Other street level issues associated with **Route 3** are the current level of vehicle traffic on Vargas St. especially at school start and end times. Issues related to property ownership and easement procurement present challenges that MGA is willing to help the City of Austin to overcome. Property easements will have to be procured for the 4 acres connecting the Practice Fields (Figure 4., #3) to the 7 acres owned by AISD (Figure 4., #4), and to the private property from Vargas St. to Saxon St. (Figure 4., #5). Future plans will increase vehicle activity on Vargas St. as the plans with the Lance Armstrong Bikeway progresses. This bikeway will take users from Veterans Drive at Lake Austin Boulevard on the west side of the city to the Montopolis Bridge at US Highway 183. In addition to a trail corridor, MGA identified additional community uses for the 7 AISD acres, including space for a public garden.

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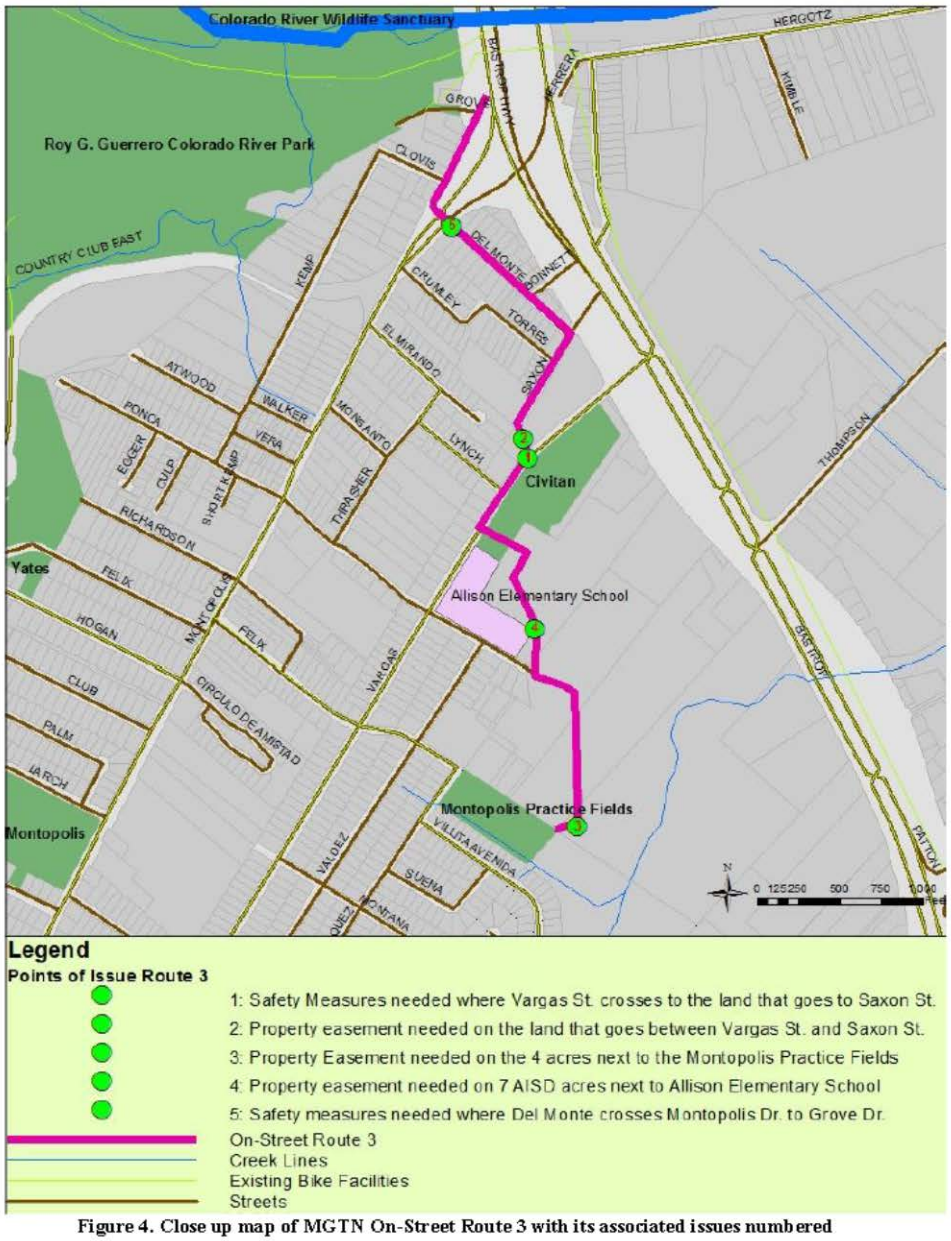

Figure 4. Close up map of MGTN On-Street Route 3 with its associated issues numbered where attention needs to be given.

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Finally, the street level transportation and safety issues associated with all three route alternatives can be overcome by adherence to the 2009 City of Austin's Bicycle Plan, Chapter 4: Safety and Enforcement objectives. Each of these route alternatives currently have school and residential bicycle and pedestrian traffic and should be analyzed for their safety. MGA agrees with the enforcement of bicycle safety standards set forth in the bicycle plan and will assist the City of Austin in whatever way possible to achieve these outlined goals.

VI. Implementation Strategies

A. Partnerships

MGA has successfully partnered with multiple agencies thus far to accumulate resources and to understand the depth of the MGA goal. Past and current partnerships include NPS-RTCA, Texas Parks and Wildlife, Austin Parks Foundation, and the Hazardous Waste Professionals Association. MGA is currently working on building their capacity as an organization in order to form and develop further partnerships to assist in the achievement of their goals. Additionally, MGA will follow the best practices in trail design guidelines and when on parkland, would seek the expertise and advice of the City of Austin Parks and Recreation Department. MGA is willing to advocate for approval of any plans that need to be reviewed by the boards and commissions. It is the foremost goal of MGA that the Montopolis Greenbelt Trail Network meets all user needs and that all safety issues have been addressed.

B. Combination of Roles

MGA is the unincorporated nonprofit, citizen group promoting the development and maintenance of the MGA. Currently, MGA plans on spending a portion of their money on enhancing their organizational capacity through marketing for more organization members pulled from residents within the Montopolis neighborhood. The proposed on-street routes will require standard City of Austin general upkeep, but MGA does propose to patrol any off-street portions of the above proposed MGA routes if implemented by the City. Additionally, MGA will seek approval from all appropriate Montopolis neighborhood associations and support groups such as bike advocates in order to promote these on-street portions of the MGA. This will include, but is not limited to, Montopolis neighborhood representatives in attendance at relevant City of Austin public board and commission meetings, volunteer clean-up days, as well as further fundraising for portions of the MGA.

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VII. Summary

In conclusion, this on-street bicycle and pedestrian route proposal seeks to achieve official recognition in the bike plan and/or urban trail plans of the City of Austin for one or more of the three route alternatives. The proposing citizen organization, the Montopolis Greenbelt Association exists to provide the support in volunteer hours towards trail coordination through the approval and permitting process with the City of Austin, trail design and construction, and through maintenance and cleanup days. In total, the Montopolis Greenbelt Trail Network consists of three different sections of trail, the on-street section, the natural surface trail section, and the main connection trail to E. Riverside Dr. The contents of this proposal have focused on the on-street section. MGA would like official bike plan and urban trail designation, in the manner seen fit by city staff, given to the on-street trail route that is ultimately selected for the MGA. Finally, MGA as they continue to grow their capacity will remain flexible to the needs of the City of Austin through this approval process and provide any additional information and support upon request.

VIII. Appendix

A. Appendix A: MGA contact information

Stefan Wray
(512) 983-5852
stefan@iconmedia.org

Pam Thompson
(512) 468-7607
pam@iconmedia.org

B. Appendix B: Travis County Central Appraisal District Information

Property Location on MGA	Property Owners	Travis County CAD Property Number	Travis County CAD Ref ID 2 Number
On-Street Route 3	Lords Vineyard Christian Church	286979	03061803120000
On-Street Route 3	Jayco Holdings I LTD & Heron Holdings I LTD	285713	03042004020000

From: Fred McGhee
Sent: Wednesday, September 16, 2015 7:12 AM
To: Meredith, Maureen
Cc: Monica Allen; Susana Almanza; Candace Carpenter; Larry Gross; evasmic2@sbcglobal.net; Marilyn Jackson; Israel Lopez; pataym@; Theresa Mendoza; Pam@; Angelica Noyola; munizmillie@; agolden@; crharrismoore@; Serape2@; Corazon.renteria@; Liberated512@; liz_brightwell@ mannyvcamero1@; David Hartman (dhartman@); Lisa Goddard; Adama Brown
Subject: Re: Sept. 28 Cmty Mtg: NPA-2015-0005.04_Lenox Oaks
Importance: High

Greetings Maureen,

Please add the attached materials to the backup for this case. The Burdett Prairie Cemetery Association will also be bringing additional documents to the meeting.

We have met with representatives of the applicant and look forward to discussing the development of a plan to resolve what appears to be a property encroachment on our property's northeastern corner. We have also informed the applicant that there is a high likelihood of burials being located on his property and that an archaeological survey would be a good idea. To date we have been satisfied with the applicant's level of community engagement.

Our preliminary advice for the Contact Team is this: intensive real estate development near a historic cemetery is serious business. Legally enforceable Memoranda of Agreement need be fashioned before the neighborhood should agree to the applicant's desires. Such discussions are a routine part of the due diligence process and we look forward to entertaining a proposal.

Regards,

flm

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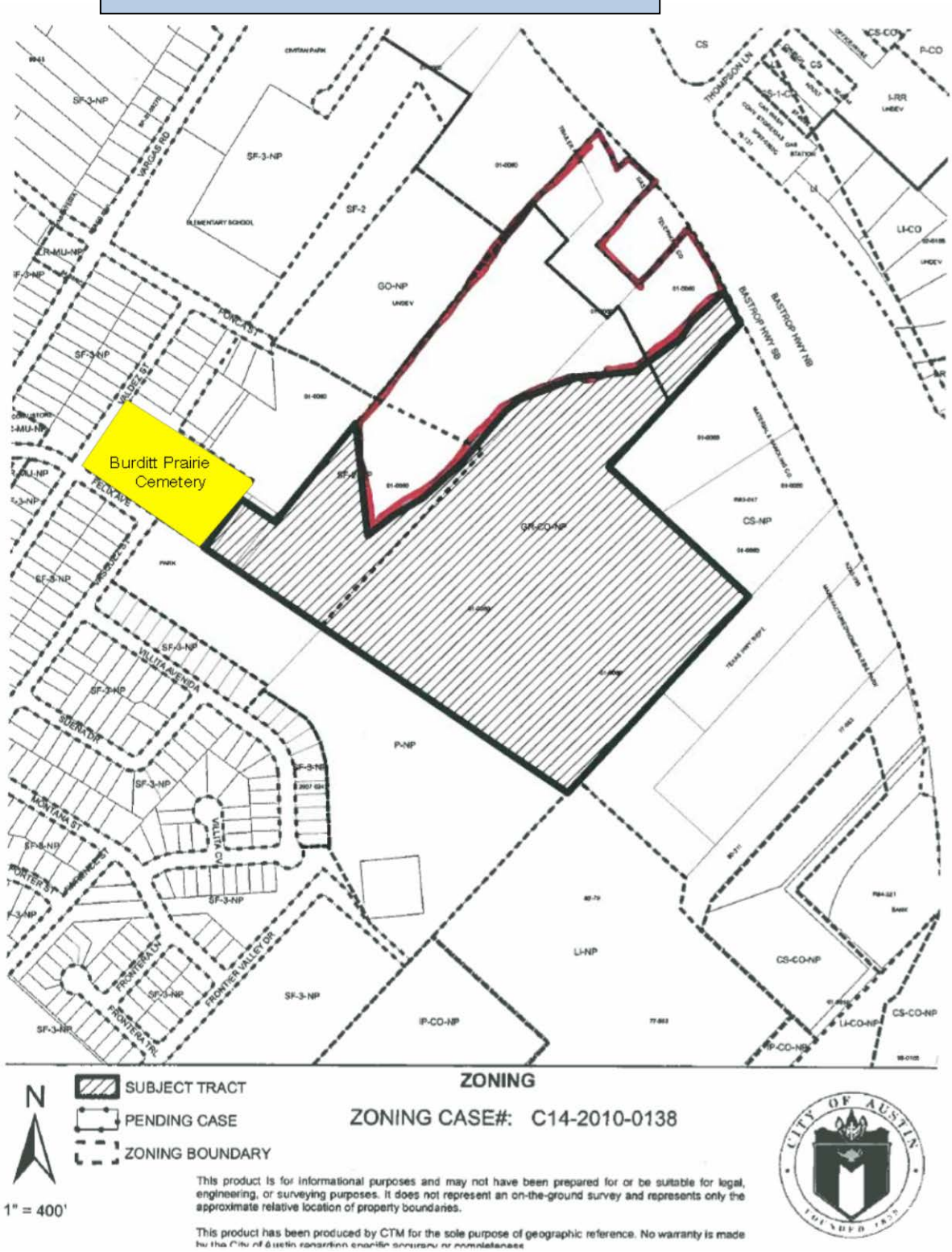
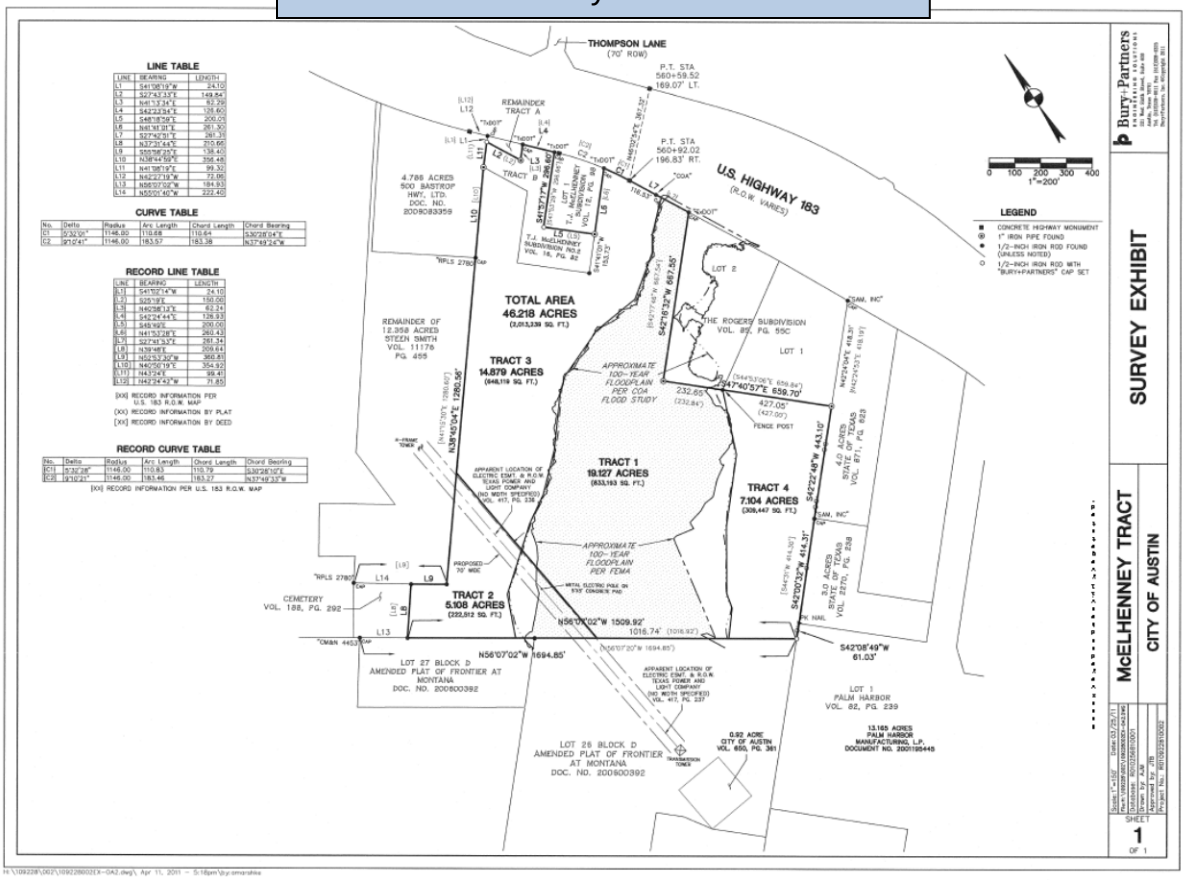


Material Submitted by Fred McGhee



Applicant Criteria Worksheet Submitted by Applicant

LAND USE PLANNING PRINCIPLES

You can find the Guide to Land Use Standards here:
http://www.austintexas.gov/department/neighborhood-planning-resources)

If you believe a principle does not apply to your proposed plan amendment application, write "Not applicable".

1. Ensure that the decision will not create an arbitrary development pattern;
Provide your analysis here: The proposed change in the FLUM map from separate segmented Single-Family, Commercial and Office to one unified Mixed-Use will create a substantial area of mixed use in between commercial, civic, recreation/open space, and single-family uses. The proposed Mixed Use FLUM provides a harmonized, well-planned development pattern in this area.

2. Ensure an adequate and diverse supply of housing for all income levels;
Provide your analysis here: The proposed zoning change associated with the NPA request includes multi-family housing on the site, along with mix of retail and restaurant uses. The multi-family project includes 1, 2, and 3 bedroom units that will provide a diverse housing stock combined with the adjacent single family housing south of Ponca and northwest of Vargas. Currently, the nearest multi-family housing is located west of Montopolis Drive, and south of Marigold Terrace, or just north of East Riverside at Frontier Valley Drive.

3. Minimize negative effects between incompatible land uses;
Provide your analysis here: Mixed Use is more compatible than Commercial and Office in this area. Mixed Use is appropriate as it is compatible with surrounding land uses, and it buffers the existing adjacent single-family and recreational areas from the more intensive existing and proposed commercial, retail, and restaurant uses along US 183, particularly in light of the proposed development of Bergstrom Expressway. Mixed Use also serves as a transition between adjacent Civic and Recreation & Open Space uses. *See No. 17 for further discussion of Bergstrom Expressway.*

4. Recognize suitable areas for public uses, such as hospitals and schools that will minimize the impacts to residential areas;
Provide your analysis here: The NPA area is adjacent to Allison Elementary School, Civitan Park, and Montopolis Friendship Community Center. A bicycle lane and shared-use path are proposed on the southbound US 183/Bergstrom Expressway frontage road in this area.

5. Discourage intense uses within or adjacent to residential areas;
Provide your analysis here: Mixed Use is more compatible than Commercial and Office in this area. Mixed Use is appropriate as it is compatible with surrounding land uses, and it buffers the existing adjacent single-family and recreational areas from the more intensive existing and proposed commercial, retail, and restaurant uses along US 183, particularly in light of the proposed development of Bergstrom Expressway. Mixed Use also serves as a transition

between adjacent Civic and Recreation & Open Space uses. *See No. 17 for further discussion of Bergstrom Expressway.*

6. Ensure neighborhood businesses are planned to minimize adverse effects to the neighborhood;

Provide your analysis here: The proposed retail and restaurant located close to US 183/Bertstrom Expressway offers services and amenities accessible to residents of the the proposed multi-family project and other property owners in the Montopolis neighborhood.

7. Minimize development in floodplains and environmentally sensitive areas;

Provide your analysis here: The applicant has conducted preliminary studies on the site and it is not located within a floodplain, within the Edwards Aquifer Recharge Zone or Contributing Zone, there are no known hazardous materials or waste contamination on the site. Also, there are no known Critical Environmental Features (CEF) or CEF buffers on the site.

8. Promote goals that provide additional environmental protection;

Provide your analysis here: The proposed development will comply with all applicable environmental laws and ordinances, including the City Tree Ordinance. Overall, the level of impervious cover under the proposed zoning and neighborhood plan amendment application is less than is authorized under existing zoning and FLUM.

9. Consider regulations that address public safety as they pertain to future developments (e.g. overlay zones, pipeline ordinances that limit residential development);

Provide your analysis here: The portion of the proposed development located within the Airport Ordinance AO-3 overlay that affects part of the property will not be used for any habitable residential structures.

10. Ensure adequate transition between adjacent land uses and development intensities;

Provide your analysis here: Mixed Use is more compatible than Commercial and Office in this area. Mixed Use is appropriate as it is compatible with surrounding land uses, and it buffers the existing adjacent single-family and recreational areas from the more intensive existing and proposed commercial, retail, and restaurant uses along US 183, particularly in light of the proposed development of SH 183/Bergstrom Expressway. Mixed Use also serves as a transition between adjacent Civic and Recreation & Open Space FLUM. *See No. 17 for further discussion of Bergstrom Expressway.*

11. Protect and promote historically and culturally significant areas;

Provide your analysis here: The proposed NPA provides for a more beneficial use of the land than currently exists. The proposed development will protect and promote historically and culturally significant areas.

12. Recognize current City Council priorities; (Look at the Imagine Austin Comprehensive Plan Document found here: http://austintexas.gov/department/imagine-austin-download-center. Appendix E. Framework for Decision Making, pages A-57 through A-58.)
Provide your analysis here: The proposed development will promote the following items set forth in Appendix E: provide retail services within walking distance to residents; create jobs in the community; create a thriving and high-quality residential option on land that is not presently easily accessible, nor compatible with the surrounding civic and residential uses; utilize land that is adjacent to Allison Elementary, Civitan Park, and Montopolis Friendship Community Center; affect land with access from US 183 and from within the neighborhood off of Ponca Street; provides multi-family housing to help meet growing housing demands; adds a variety of housing options to address demographic changes; creates harmonious transitions between adjacent uses.

The NPA is consistent with the goals of the Imagine Austin Comprehensive Plan, which speaks to communities characterized by a variety of uses, employment opportunities, and housing options. The Imagine Austin Comprehensive Plan encourages development of employment and housing centers along and near transit ways such as Vargas Road (which has bus service), and US 183/Bergstrom Expressway, which is identified as a High Transit Corridor.

13. Avoid creating undesirable precedents;
Provide your analysis here: As indicated in the information contained in this NPA worksheet, the proposed NPA avoids creating undesirable precedents. Additionally, the proposed development furthers many goals of the Montopolis Neighborhood Plan.

14. Promote expansion of the economic base and create job opportunities;
Provide your analysis here: The proposed development, including the proposed retail and restaurant uses, will expand the economic base and create job opportunities for people within the Montopolis community.

15. Ensure similar treatment of land use decisions on similar properties;
Provide your analysis here: N/A

16. Balance individual property rights with community interests and goals;
Provide your analysis here: The proposed development will create jobs, create housing options, and attract new residents to the neighborhood, which supports the goals in the Montopolis Neighborhood Plan, without affecting property rights of existing property owners.

17. Consider infrastructure when making land use decisions;
Provide your analysis here: US 183/Berstrom Expressway, which is adjacent to the property, is planned to be widened to an eight-lane freeway with three lane frontage roads in the immediate vicinity. A bicycle lane and shared-use path are proposed on the southbound Bergstrom Expressway frontage road. Sidewalks are proposed on the northbound frontage road, as well as landscaping and aesthetic improvements along the corridor.

Capitol Metro Local Bus Route #4 runs along Vargas Rd., adjacent to the site, with a number of adjacent bus stops. Cross Town Bus Route #350 runs along Montopolis Rd. near the site, with a number of adjacent bus stops. The 2014 Austin Bicycle Plan recommends a bike lane on Vargas Rd. between US 183/Bergstrom Expressway and Ponca Street.

18. Promote development that serves the needs of a diverse population.

Provide your analysis here: The project will provide additional needed housing to address Austin's growing demand for multi-family housing, that is accessible by walking, bicycle, transit, as well as car. The multifamily residents will be in very near proximity to civic services, with convenient highway access. The project will also include retail and restaurant within walking distance of the residents of the proposed multi-family project and adjacent areas of the Montopolis neighborhood.

EXHIBIT "A"

The Neighborhood Plan Amendment and zoning applications are consistent with the Goals and Objectives of the Montopolis Neighborhood Plan. Note: Provisions from the Montopolis Neighborhood Plan are written/summarized below in **boldfaced lettering**.

A. **LAND USE**

a. Goal 1: Improve the Quality of Life in Montopolis through Land Use and Zoning Decisions

i. Objective 2: Continue to Promote the Existing Neighborhood Pattern of Development with New and Smart Growth Infill Development.

1. **The NP recommends commercial uses along the corridors of US 183.**
   The commercial retail and restaurant uses are located along US 183/Bergstrom Expressway, and multifamily infill development is located on the remainder of the property.

2. **The NP recommends creating new streets, where possible, to enhance community access and connectivity. Where possible, reconnect discontinuous streets and dead-ends, to improve neighborhood accessibility.**
   The present Montopolis FLUM sets forth Office use on a portion of the property that has very limited, if any, access. The proposed development will enhance access and connectivity from the site through adjacent roadways including US 183/Bergstrom Expressway.

ii. Objective 3: Focus the Highest Intense Commercial and Industrial Activities Along Ben White Drive and US Hwy 183.
The proposed retail and restaurant development is focused along US 183/Bergstrom Expressway.

b. Goal 2: Creates Homes for All Stage of life Within Montopolis

i. Objective 4: Enhance and Protect Existing Single Family Housing.
The proposed development protects/enhances existing single family housing, and is compatible with surrounding land uses. It buffers the existing adjacent single-family and recreational areas from the more intensive existing and proposed commercial, retail, and restaurant uses along US 183, particularly in light of the proposed development of SH 183/Bergstrom Expressway. It also serves as a transition between adjacent civic and recreation uses.

ii. Objective 5: Create Multiple Housing Types of Varied Intensities.
The current FLUM and zoning include large areas of Commercial and Office, where residential housing is prohibited. The proposed zoning change associated with the NPA request includes multi-family housing on the site, along with mix of retail and restaurant uses. The multi-family project includes 1, 2, and 3 bedroom units that will provide a diverse housing stock combined with the adjacent single family housing south of Ponca and northwest of Vargas.

{002.00135452.4}

A-1

B. **TRANSPORTATION**

a. **Objective 7: Improve Pedestrian Accessibility and Safety Throughout Montopolis.**
The property does not currently have sidewalks or roads. The proposed development will improve pedestrian accessibility by offering a roadway system that encourages accessibility to an area that presently has limited access. A bicycle lane and shared-use path are proposed on the southbound US 183/Bergstrom Expressway frontage road in this area. Capitol Metro Local Bus Route #4 runs along Vargas Rd., adjacent to the site, with a number of adjacent bus stops. Cross Town Bus Route #350 runs along Montopolis Rd. near the site, with a number of adjacent bus stops. The 2014 Austin Bicycle Plan recommends a bike lane on Vargas Rd. between US 183/Bergstrom Expressway and Ponca Street.

b. **Objective 8. Improve Traffic Flow Throughout the Neighborhood.**
Currently the property is inaccessible to the neighborhood. The proposed development will enhance access and connectivity from the site through adjacent roadways including US 183/Bergstrom Expressway.

C. **URBAN DESIGN**

a. **Goal 5: Respect the Diverse Character of the Montopolis Neighborhood.**
The proposal will respect the diverse character of the Montopolis Neighborhood, while providing retail and restaurant amenities to existing adjacent areas of the Montopolis Neighborhood.

b. **Goal 7: Ensure Compatibility and Encourage a Complimentary Relationship Between Adjacent Land Uses.**
The proposed development is more compatible than Commercial and Office in this area, and encourages a complementary relationship between adjacent land uses. The proposed development is appropriate as it is compatible with surrounding land uses, and it buffers the existing adjacent single-family and recreational areas from the more intensive existing and proposed commercial, retail, and restaurant uses along US 183, particularly in light of the proposed development of SH 183/Bergstrom Expressway. Mixed Use also serves as a transition between adjacent civic and recreation uses.

PUBLIC HEARING COMMENT FORM

If you use this form to comment, it may be submitted to:
City of Austin
Planning and Zoning Department
Maureen Meredith
P. O. Box 1088
Austin, TX 78767-8810

RECEIVED 1/4/2016

If you do not use this form to submit your comments, you must include the name of the body conducting the public hearing, its scheduled date, the Case Number and the contact person listed on the notice in your submission.

Case Number: NPA-2015-0005.04
Contact: 512-974-2695, 512-974-2695
Public Hearings: Dec. 8, 2015, Planning Commission

☐ **I am in favor**
☑ **I object**

Natasha Williams
Your Name *(please print)*

701 Valdez St Austin, TX 78741
Your address(es) affected by this application

Signature

12/1/15
Date

Comments: