

ZONING CHANGE REVIEW SHEET

CASE: C14-2020-0131 – FPT Apartments

DISTRICT: 5

ZONING FROM: DR

ZONING TO: MF-5

ADDRESS: 1434 Genoa Drive

TOTAL SITE AREA: 5.20 acres

PROPERTY OWNERS: David Malone, Molly Denham, Jimmie Malone

AGENT: FPT Holdings LLC (Saad Fidai)

CASE MANAGER: Wendy Rhoades (512-974-7719, wendy.rhoades@austintexas.gov)

STAFF RECOMMENDATION:

The Staff recommendation is to grant multifamily residence – medium density (MF-3) district zoning. *For a summary of the basis of Staff's recommendation, see case manager comments.*

The Restrictive Covenant includes all recommendations listed in the Neighborhood Traffic Analysis memo, dated November 12, 2020, as provided in Attachment A.

ZONING AND PLATTING COMMISSION ACTION / RECOMMENDATION:

January 5, 2021:

CITY COUNCIL ACTION:

To be scheduled

ORDINANCE NUMBER:

ISSUES:

The Applicant would like to discuss the Staff recommendation.

CASE MANAGER COMMENTS:

The subject undeveloped 5.2 acre tract is located on Genoa Drive, a two-lane roadway and west of its intersection with Billbrook Place. Billbrook is a signalized intersection at West Slaughter Lane which is an above-grade roadway abutting the tract to the north. It is a primary conduit for vehicular traffic from the existing Hollow at Slaughter Creek and the Texas Oaks South subdivisions, the Malone subdivision under construction, and the proposed condominium development on the Messinger Tract, all to the south.

The property is used for agricultural purposes and contains groupings of trees along its boundaries, with a 100-foot wide drainage easement along the west side of the property. It has been zoned development reserve (DR) district since annexation into the City limits in 1984. To the east is an oil and lube shop (LR; CS-1), to the south is the Hollow at Slaughter Creek single family subdivision (SF-4A), and to the west is Slaughter Creek Drive which provides access to mini-warehouses and terminates below the Slaughter Drive bridge structure (CS-CO). Railroad tracks are further west. ***Please refer to Exhibits A and A-1 – Zoning Map and Aerial Exhibit.***

The Applicant proposes to rezone the property to the multi-family residence – high density (MF-5) district so that it may be developed with approximately 265 apartment units.

BASIS OF RECOMMENDATION:

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

Applicant's request: The multifamily residence – high density (MF-5) district is intended to accommodate multifamily and group residential use with a maximum density of up to 54 units per acre, depending on unit size. This district is appropriate for high density housing in centrally located areas near supporting transportation and commercial facilities, in areas adjoining downtown Austin and major institutional or employment centers, and in other selected areas where high density multifamily use is desirable.

Also: The multi-family residence – moderate-high density (MF-4) district is intended for residential and multi-family use with a maximum density of up to 54 units per acre, depending on unit size and mix. This district is appropriate for multi-family residential areas located near supporting transportation and commercial facilities, generally in more centrally located areas.

Staff recommendation: The MF-3, multifamily residence – medium density district is intended for multifamily developments with a maximum density of up to 36 units per acres located near supporting transportation and commercial facilities.

2. *Zoning changes should promote compatibility with adjacent and nearby uses.*
3. *Zoning should be consistent with approved and existing densities.*

Staff has an alternate recommendation of MF-3 zoning given its access to two Level 1 streets and compatibility with the adjacent single family residential subdivision to the south. Direct access to West Slaughter Lane from this site is not possible because of the bridge structure that passes over the railroad tracks. The maximum height allowed by the MF-3 zoning district is 40 feet which can be achieved on the property. The Applicant's request for MF-5 zoning would allow for up to a 60-foot height limit that could be achieved at a distance of approximately 300 feet from the closest single family residences in the Hollow at Slaughter Creek subdivision. (MF-4 zoning also has a 60-foot height limit). A 50-foot height limit could be achieved on the property

approximately 200 feet from the closes residences in the Hollow at Slaughter Creek subdivision.

The Neighborhood Traffic Analysis memo includes a transportation assessment and recommends a fee-in-lieu payment towards protected bike lanes on both sides of Slaughter Lane from Menchaca Road to Texas Oaks Drive, a fee-in-lieu payment towards relocating two existing bus stops at the Slaughter Lane / Billbrook Place intersection, and a 5-foot wide sidewalk on the property’s frontage on Genoa and extending across the adjacent property to the east, to its intersection with Billbrook Place. ***Please refer to Attachment A.***

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	DR	Agricultural
<i>North</i>	MF-2-CO; LR-CO (across Slaughter Lane)	Sage Meadow condominium community; Undeveloped
<i>South</i>	SF-4A	Hollow at Slaughter Creek single family subdivision
<i>East</i>	LR; CS-1	Service station; Undeveloped
<i>West</i>	CS-CO	Convenience storage; Railroad tracks

NEIGHBORHOOD PLANNING AREA: Not Applicable

NEIGHORHOOD TRAFFIC ANALYSIS: Please refer to Attachment A

WATERSHED: Slaughter Creek – Suburban

CAPITOL VIEW CORRIDOR: No **SCENIC ROADWAY:** Yes, West Slaughter Lane

SCHOOLS:

An Educational Impact Statement is required. ***Please refer to Attachment A.***
 Casey Elementary School Paredes Middle School Akins High School

COMMUNITY REGISTRY LIST:

- 242 – Slaughter Lane Neighborhood Association
- 360 – Texas Oaks South Neighborhood Association
- 511 – Austin Neighborhoods Council 627 – Onion Creek Homeowners Association
- 742 – Austin Independent School District 1228 – Sierra Club, Austin Regional Group
- 1363 – SEL Texas 1424 – Preservation Austin
- 1528 – Bike Austin 1530 – Friends of Austin Neighborhoods
- 1531 – South Austin Neighborhood Alliance 1550 – Homeless Neighborhood Association
- 1596 – TNR BCP – Travis County Natural Resources
- 1616 – Neighborhood Empowerment Foundation 1774 – Austin Lost and Found Pets

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2019-0048 – The Avalon N Holdings, LLC – 9606 Swansons Ranch Rd	SF-2 to CS-CO as amended	To Grant CS-CO w/CO for broad list of prohibited uses	Apvd CS-CO as Commission recommended (6-20-2019).
C14-2009-0098 – Apogee Workshop – 9704 Swansons Ranch Rd	SF-1 to NO-MU	To Grant	Apvd (12-17-2009).
C14-2008-0052 – TJG – Swansons Ranch Road – 9609 Swansons Ranch Rd	SF-2 to CS	To Grant GO-CO w/CO for personal services use and all NO uses and dev't regs, parking to be located offsite, 150 trips per day and conditions of NTA. Encourage Applicant to petition City for no parking signs on David Moore Rd	Apvd GO-CO w/ Restrictive Covenant for the NTA, as Commission recommended (1-15-2009).
C14-00-2027 – Texas Oaks Baptist Church – 9910 Blk of Bilbrook Pl	I-RR to LO	To Grant SF-6 as Staff recommended	Apvd SF-6-CO w/CO for 2,000 trips (9-7-2000).
C14-00-2098 – Blackhawk Apartments – 1200 W Slaughter Ln	SF-1 to MF-1- CO and LR-CO	To Grant MF-1-CO and LR-CO, w/conditions	Apvd MF-1-CO and LR-CO, with CO for Traffic Impact Analysis; 13.24 u.p.a. (300 units); 15' vegetative buffer along David Moore Rd; list of prohibited uses (1-25-2001).
C14-00-2111 – Solera – 1200 Block of West Slaughter Ln	DR to MF-3	To Grant MF-2-CO w/conditions	Apvd MF-2-CO w/ CO for 12.18 u.p.a. and conditions of Traffic Impact Analysis (10-26-2000).
C14-00-2189 – Wattinger Acres – 1218 W Slaughter Ln	DR to W/LO	To Grant W/LO-CO w/conditions	Apvd W/LO-CO w/ CO for 2,000 trips (1-18-2001).

C14-00-2242 – Swanson’s Crossing Retail – 1216-1400 W Slaughter Ln	DR to LR	To Grant LR-CO w/conditions	Apvd LR-CO w/CO for 2,000 trips (2-15-2001).
C14-99-0063 – Shirell and Lois Hipp Zoning Change – 1303 W Slaughter Ln	SF-2 to LO	To Grant LO-CO, w/conditions	Apvd LO-CO w/CO prohibiting access to Slaughter Lane (8-19-1999).
C14-94-0129 – Slaughter Lane Development – Slaughter Creek Dr	DR; SF-2 to LI	To Grant CS-CO w/CO prohibiting the following uses on Tracts 1 and 2: adult-oriented businesses, financial services, food sales, general retail sales (convenience), medical offices, restaurant uses (all types), and vehicle storage on Tract 2, and 2,000 trips, a r-o-w dedication on Slaughter Creek Dr	Apvd CS-CO, w/r-o-w dedication as Commission recommended (2-9-1995).

RELATED CASES:

The subject property was annexed into the City limits on November 15, 1984 (C7A-83-017 A).

EXISTING STREET CHARACTERISTICS:

Name	ROW	Pavement	Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
West Slaughter Lane	120 feet	80 feet	Level 4	No	Bike Lane	Yes
Genoa Drive	70 feet	42 feet	Level 1	No	N / A	Yes
Slaughter Creek Drive	46 feet	23 feet	Level 1	No	N / A	Yes

OTHER STAFF COMMENTS:

Comprehensive Planning

This rezoning case is located on the northeast corner of Slaughter Creek Drive and Genoa Drive on an undeveloped 5.23 acre tract. The property is located within the Slaughter Creek Station Neighborhood Center and along the Slaughter Lane Activity Corridor but is not located within the boundaries of a small area plan. Surrounding uses includes the West Slaughter Lane Bridge and a single family subdivision to the north; to the south is a single family subdivision; to the east is undeveloped land and oil change shop; and to the west is a convenience storage facility. The request is to construct a 265 unit apartment development.

Connectivity

There is a public sidewalk located along one side of Genoa Road and Bilbrook Plaza. Bilbrook Plaza road also has bike lanes on both sides of the street, as does West Slaughter Lane. A CapMetro transit stop is located 1,100 linear feet away on West Slaughter Lane.

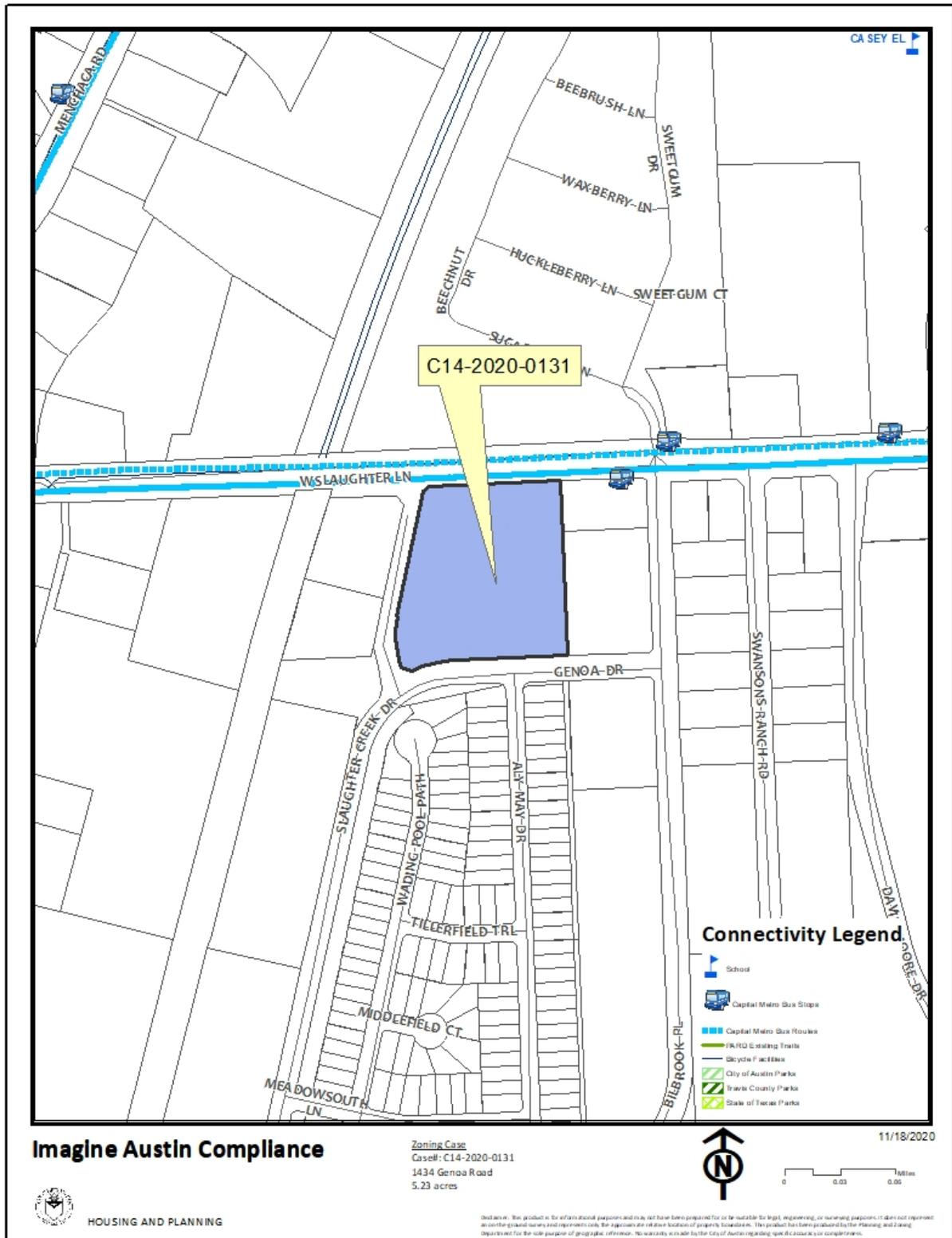
Imagine Austin

The property is located by the **Slaughter Lane Station Neighborhood and the Slaughter Lane Activity Corridor**. A Neighborhood Center is intended to have a more local focus, businesses and services and will generally serve the center and surrounding neighborhoods. A Neighborhood Center and Activity Corridors supports additional housing, including apartment buildings. Like many Imagine Austin Centers, they are represented by a circle or globular shape that reflects the general location where the center should be located in the future. The center's actual boundaries would need to be clarified through a small area planning process. Regional, town, and neighborhood centers are supposed to be walkable, bikable, and supported by transit.

The following Imagine Austin policies are applicable to this case:

- **LUT P3** Promote development in compact centers, communities or along corridors that are connected by roads and transit, are designed to encourage walking and bicycling, and reduce healthcare, housing and transportation costs.
- **LUT P4.** Protect neighborhood character by directing growth to areas of change that includes designated redevelopment areas, corridors and infill sites. **Recognize that different neighborhoods have different characteristics** and new and infill development should be sensitive to the predominant character of these communities.
- **LUT P7.** Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.
- **HN P1.** Distribute a variety of housing types throughout the City to expand the choices able to meet the financial and lifestyle needs of Austin's diverse population.

Based on mobility strengths in the area, the policies above that support multifamily within Neighborhood Centers and along Activity Corridors, the proposed project appears to support the policies of the Imagine Austin Comprehensive Plan.



Drainage

The developer is required to submit a pre- and post-development drainage analysis at the subdivision and site plan stage of the development process. The City's Land Development Code and Drainage Criteria Manual require that the Applicant demonstrate through engineering analysis that the proposed development will have no identifiable adverse impact on surrounding properties.

Environmental

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Slaughter Creek Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code. The site is in the Desired Development Zone.

Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

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

According to City of Austin GIS, a Critical Water Quality Zone exists along the western property boundary. Development is limited within the Critical Water Quality Zone.

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

At this time, site specific information is unavailable regarding vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

Under current watershed regulations, development or redevelopment requires water quality control with increased capture volume and control of the 2-year storm on site.

At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

Impervious Cover

Within the Slaughter Creek watershed, the maximum impervious cover allowed by the *MF-5* and *MF-4* zoning districts is 70%, which is a consistent figure between the zoning and watershed regulations.

Within the Slaughter Creek watershed, the maximum impervious cover allowed by the *MF-3* zoning district is 65%, which is based on the more restrictive zoning regulations.

Site Plan and Compatibility Standards

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

Any development which occurs in an SF-6 or less restrictive zoning district which is located 540 feet or less from property in an SF-5 or more restrictive zoning district will be subject to compatibility development regulations.

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

Compatibility Standards

The site is subject to compatibility standards as a result of being located within 540 feet of the SF-4A zoned property to the south, across Genoa Drive. Along the southerly and easterly property lines, the following standards apply:

- No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line of the SF 4A zoned property to the south.
- For a structure more than 100 feet but not more than 300 feet from property zoned SF-5 or more restrictive, height limitation is 40 feet plus one foot for each 10 feet of distance in excess of 100 feet from the property line.

Scenic Roadways

This site is within the Scenic Roadway Sign District. All signs must comply with Scenic Roadway Sign District regulations. Contact Cierra Flores at 512-974-2612 for more information.

PARD – Planning & Design Review

Parkland dedication will be required for the new residential units proposed by this development, multifamily with MF-5 zoning, at the time of subdivision or site plan, per City Code § 25-1-601. Whether the requirement shall be met with fees in-lieu or dedicated land will be determined using the criteria in City Code Title 25, Article 14, as amended. Should fees in-lieu be required, those fees shall be used toward park investments in the form of land acquisition and/or park amenities within the surrounding area, per the Parkland Dedication Operating Procedures § 14.3.11 and City Code § 25-1-607 (B)(1) & (2).

If the applicant wishes to discuss parkland dedication requirements in advance of site plan or subdivision applications, please contact this reviewer: thomas.rowlinson@austintexas.gov. At the applicant's request, PARD can provide an early determination of whether fees in-lieu of land will be allowed.

Transportation

ASMP Assessment

The Austin Strategic Mobility Plan (ASMP) adopted April 11, 2019, calls for 120 feet of right-of-way for Slaughter Lane. It is recommended that 60 feet of right-of-way from the existing centerline should be dedicated for Slaughter Lane according to the Transportation with the first subdivision or site plan application [LDC 25-6-51 and 25-6-55].

Transportation Assessment

Assessment of required transportation mitigation, including the potential dedication of right of way and easements and participation in roadway and other multi-modal improvements, will occur at the time of site plan application. A Traffic Impact Analysis shall be required at the time of site plan if triggered per LDC 25-6-113.

A Neighborhood Traffic Analysis has been performed for this project by the Transportation Review staff [LDC 25-6-114]. Results have been provided in Attachment A.

Austin Water Utility

The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, utility relocations and or abandonments required by the land use. The water and wastewater utility plan must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance.

Depending on the development plans submitted, water and or wastewater service extension requests may be required. All water and wastewater construction must be inspected by the City of Austin.

Based on current public infrastructure configurations, it appears that service extension requests (SER) will be required to provide wastewater service to this lot. For more information pertaining to the Service Extension Request process and submittal requirements contact Alberto Ramirez with Austin Water, Utility Development Services at 625 E. 10th St., 7th Floor. Ph: 512-972-0211.

The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

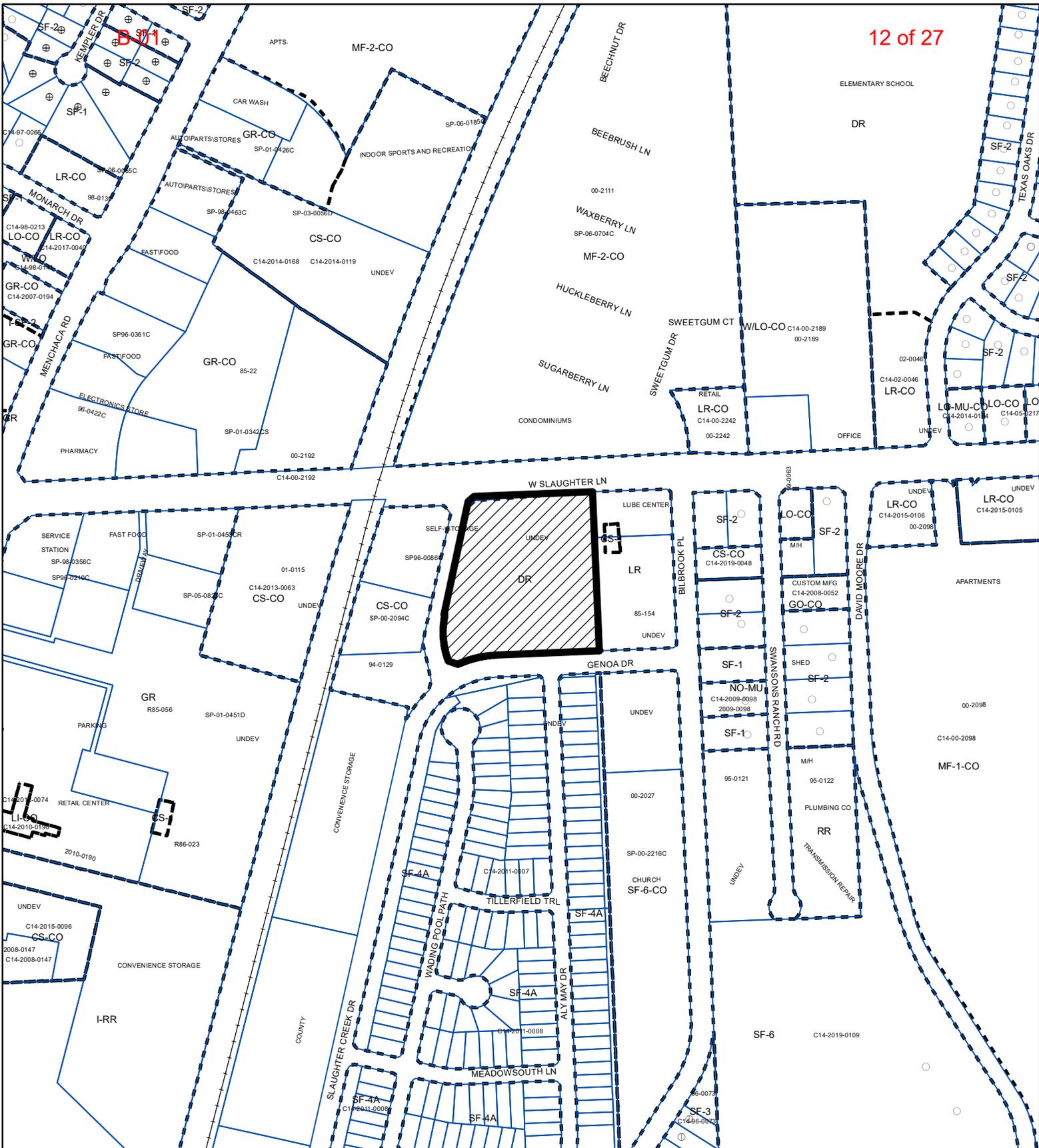
INDEX OF EXHIBITS AND ATTACHMENT TO FOLLOW

A: Zoning Map

A-1: Aerial Map

Attachment A: Neighborhood Traffic Analysis memo

Correspondence Received



ZONING

Exhibit A

ZONING CASE#: C14-2020-0131



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

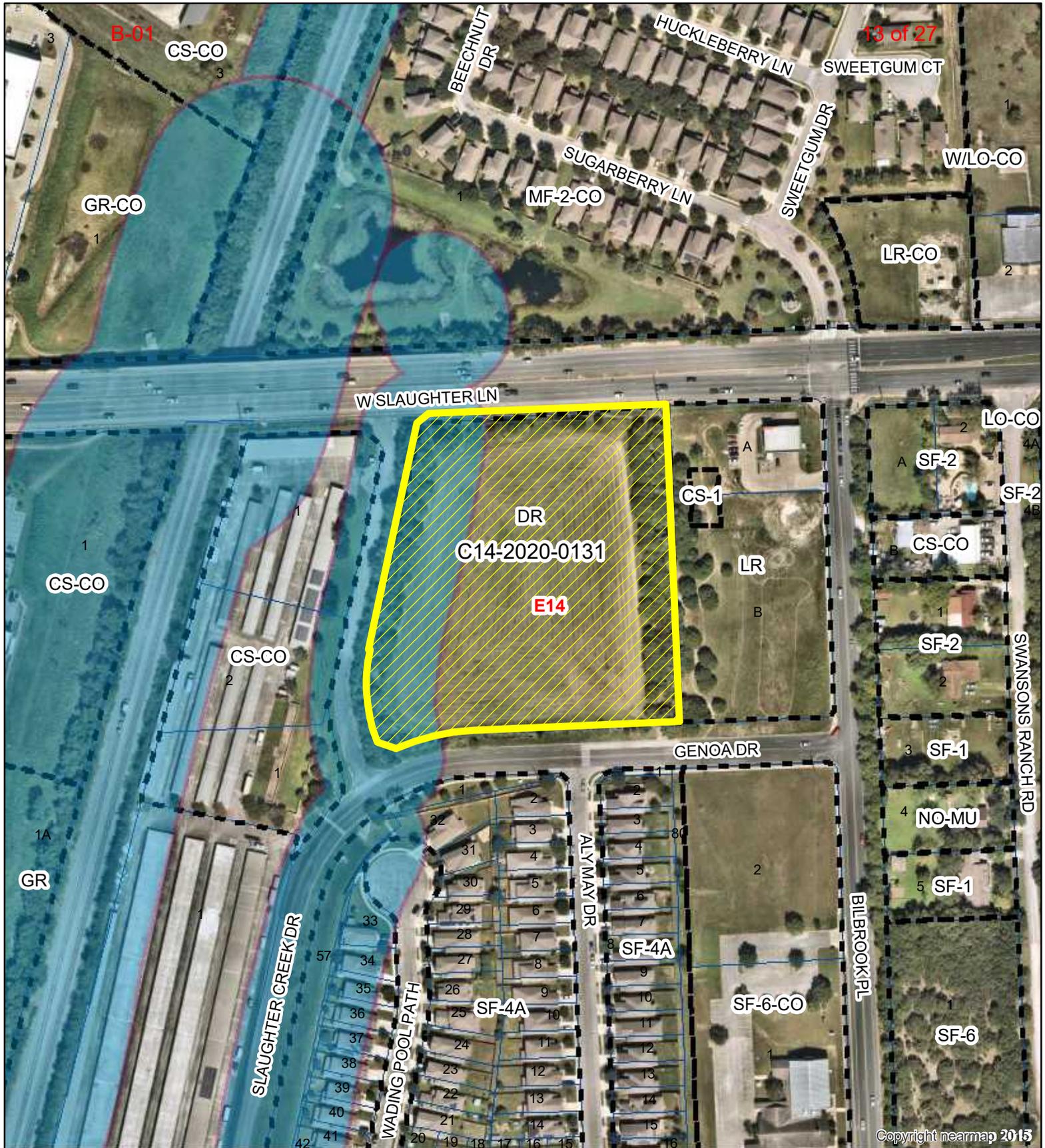
1" = 400'

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



Created: 11/17/2020



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1" = 200'

-  SUBJECT TRACT
-  ZONING BOUNDARY
-  PENDING CASE
-  CREEK BUFFER

FPT Apartments Exhibit A - 1

ZONING CASE#: C14-2020-0131
 LOCATION: 1407 W. Slaughter Lane
 SUBJECT AREA: 5.234 Total Acres
 GRID: E14
 MANAGER: Wendy Rhoades



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



MEMORANDUM

To: Amer Gilani, P.E., PTOE (Carlson, Brigance & Doering, Inc.)
CC: Curtis Beaty, P.E. (ATD); Joan Minyard EIT (ATD)
FROM: Justin Good, P.E. (ATD)
DATE: November 12, 2020
SUBJECT: Neighborhood Traffic Analysis for FTP Development
 Zoning Case Number C14-2020-0131

The Transportation Development Services (TDS) division has performed a Neighborhood Traffic Analysis (NTA) for the above referenced case and offers the following comments.

The 5.2-acre tract is located in south Austin at 1407 West Slaughter Lane (see Figure 1). In Figure 2 it is shown that the surrounding area south of Slaughter Lane is bounded on the west by an existing railroad track (red), the south by Slaughter Creek (blue), and the east by Mary Moore Searight Metropolitan Park (green). The site is currently zoned DR and the zoning request is for MF-5.

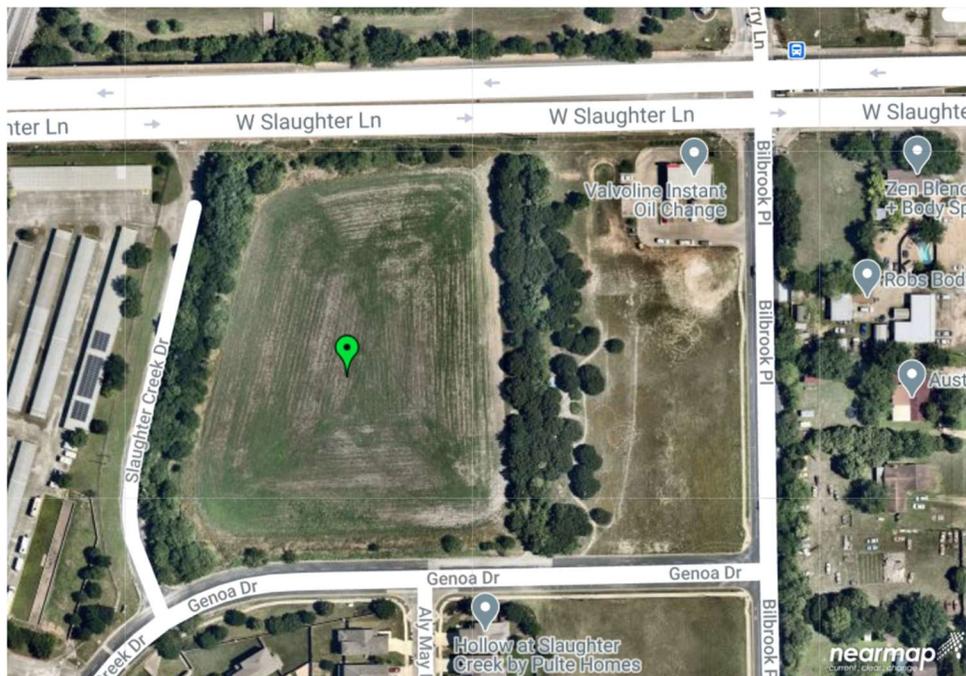


Figure 1: Local Map

Attachment A

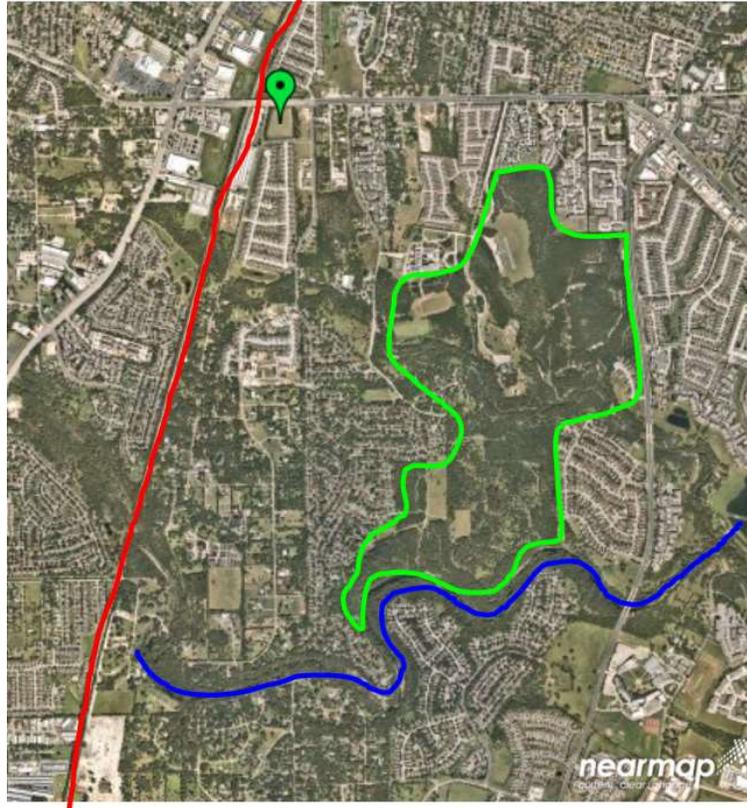


Figure 2: Regional Map

Roadways

The tract proposes access to Genoa Drive, which is classified as a residential local street and currently has 70 feet of right-of-way and 40 feet of pavement width. Genoa Drive has four travel lanes with curb and gutter and sidewalk on the south side of the street. There are no bicycle facilities present on Genoa Drive.

Bilbrook Place is the primary access point to Slaughter Lane both for the proposed development and the existing neighborhoods to the south. It is classified as a residential collector with 70 feet of right-of-way and 40 feet of pavement width. North of Genoa Drive, Bilbrook Place has two travel lanes, two bicycle lanes, and sidewalk on the west side of the street.

The 24-hour traffic volumes on Genoa Drive and Bilbrook Place were 2,316 vehicles per day and 6,664 vehicles per day, respectively, based on traffic counts collected August 18, 2020. Previously, daily traffic count data was collected on Bilbrook Place between August 27 and August 29, 2019, and showed an average 24-hour traffic volume of 8,022 vehicles per day. In order to account for reduced daily traffic volumes due to the ongoing COVID-19 pandemic, an adjustment factor of 1.20 was calculated based on the difference in traffic on Bilbrook Place between 2019 and 2020. Applying the adjustment factor to the August 18, 2020 daily traffic volume on Genoa Drive results in an adjusted daily traffic volume of 2,788 vehicles per day.

Trip Generation and Traffic Analysis

This zoning case assumes 265 low-rise multifamily dwelling units (ITE Code 220). Based on the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition, the proposed development will generate 1,963 vehicle trips per day. See Table 1 for a detailed breakdown of the trip generation.

Table 1 - Trip Generation		
Land Use	Size	Unadjusted Trip Generation
Residential (Low-Rise Multifamily Housing)	265 DU	1,963
TOTAL		1,963

Table 2 provides the expected distribution of site trips to/from Slaughter Lane.

Table 2 - Trip Distribution	
Street	Traffic Distribution by Percent
Genoa Drive	100%
Bilbrook Place	100%

Table 3 represents a breakdown of traffic on Genoa Drive and Bilbrook Place: existing traffic, proposed site traffic, total traffic after development, and percentage increase in traffic.

Table 3 - Traffic Summary				
Street	Existing Traffic (vpd)	Proposed New Site Traffic to Roadway	Overall Traffic	Percentage Increase in Traffic
Genoa Drive	2,788 (adjusted)	1,963	4,751	70.4%
Bilbrook Place	8,022 (2019)	1,963	9,985	24.5%

According to Section 25-6-116 of the Land Development Code, streets which have pavement width of 40 feet or wider are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadway exceeds 4,000 vehicles per day. Genoa Drive is currently operating at a desirable level, however with the addition of daily site trips the overall traffic level becomes undesirable. Bilbrook Place is currently operating at undesirable levels and will continue to do so with the addition of site traffic.

Additional Transportation Assessment

An additional level of transportation assessment was requested from the applicant due to the fact that 1) Bilbrook Place is the sole access point to and from Slaughter Lane for this development and a number of residential areas farther south, 2) with the addition of site traffic both Genoa Drive and Bilbrook Place will operate at undesirable levels, and 3) there are two background projects that would not be considered through the typical NTA process that will contribute additional traffic to Bilbrook Place. Through coordination with ATD, the

applicant agreed to provide intersection analysis for the Slaughter Lane / Bilbrook Place and Bilbrook Place / Genoa Drive intersections to better understand the impacts of this development's traffic on the surrounding road network.

The transportation assessment provided analysis for the two identified intersections in the existing, no-build, and build scenario for both the AM and PM peak hours. The no-build scenario includes traffic from two background projects farther south along Bilbrook Place; the build scenario is simply the no-build scenario with this site's traffic included. To assess a development's impact on traffic, the delay for each movement at an intersection in the no-build scenario is compared to the delay experienced in the build scenario. Delay is defined as the average amount of time in seconds that a vehicle must wait at an intersection to perform a specific movement (right-turn, left-turn, or going through the intersection).

The Slaughter Lane / Bilbrook Place intersection currently experiences significant amounts of delay for vehicles turning left on the northbound and westbound approaches. This delay is expected to increase with the addition of site traffic. For the Bilbrook Place / Genoa Drive intersection, vehicles turning left on the eastbound approach currently experience minor delay. The introduction of site traffic is not expected to significantly increase delay.

The Slaughter Lane / Bilbrook Place intersection is already at capacity from a vehicular improvement standpoint, meaning that there is no room to add additional lanes and the intersection is already signalized. Because of this, ATD decided to explore improvements related to pedestrian, bicycle, and transit infrastructure in the area to encourage residents to opt for alternate modes of transportation.

Recommendations/Conclusions

Based on the results of the NTA and the transportation assessment, ATD has the following recommendations and conclusions.

1. At time of subdivision or site plan, contribute a fee-in-lieu payment of \$92,000 towards protected bike lanes on both sides of Slaughter Lane from Menchaca Road to Texas Oaks Drive as identified in the Slaughter Lane Corridor Mobility Plan.
2. At time of subdivision or site plan, contribute a fee-in-lieu payment of \$30,000 towards relocating and upgrading the two existing bus stops at the Slaughter Lane and Bilbrook Place intersection as shown in the Slaughter Lane Corridor Mobility Plan.
3. At time of subdivision or site plan, construct a 5'-wide sidewalk on the north side of Genoa Drive from the property to Bilbrook Place.
4. If the number of units proposed in Table 1 is exceeded, the TDS division may be required to reassess the NTA. If at time of subdivision or site plan a TIA is required per LDC 25-6-113, the recommendations identified in this NTA memo may be revised and the final decision on mitigation recommendations shall defer to the TIA.
5. The City Council may deny an application if the neighborhood traffic analysis demonstrates that the traffic generated by the project combined with existing traffic exceeds the desirable operating level established on a residential local or collector street in the neighborhood traffic analysis study area.

If you have any questions or require additional information, please contact me at 974-1449.



Justin Good, P.E.
Transportation Development Engineer – Lead: South
Austin Transportation Department

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin
Independent
School District



PROJECT NAME: FPT Apartments

ADDRESS/LOCATION: 1407 West Slaughter Lane

CASE #: C14-2020-0131

NEW SINGLE FAMILY

DEMOLITION OF MULTIFAMILY

NEW MULTIFAMILY

TAX CREDIT

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

MF UNITS: 265 STUDENTS PER UNIT ASSUMPTION
Elementary School: 0.03 Middle School: 0.02 High School: 0.03

IMPACT ON SCHOOLS

The student yield factor of 0.08 (across all grade levels) for apartment homes was used to determine the number of projected students. This factor was provided by the district’s demographer and is based on other market rate multi-family complexes built in the last five years within close proximity to the proposed location.

The 265-unit multifamily development is projected to add approximately 21 students across all grade levels to the projected student population. It is estimated that of the 21 students, 8 will be assigned to Casey Elementary School, 5 to Paredes Middle School, and 8 to Akins Early College High School.

The percent of permanent capacity by enrollment for SY 2024-25, including the additional students projected with this development, would be within the new target range of 85-110% at Casey ES (95%) and Akins ECHS (104%), and below the target range at Paredes (58%). The projected additional students at Paredes would not offset the anticipated decline in student enrollment. All of these schools will be able to accommodate the projected additional student population from the proposed development.

TRANSPORTATION IMPACT

Students within the proposed development attending Casey ES and Akins ECHS will qualify for transportation. Students attending Paredes MS would not qualify for transportation unless a hazardous route condition is identified.

SAFETY IMPACT

There are not any identified safety impacts at this time.

Date Prepared: 12/15/2020

Executive Director: Beth Wilson

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin
Independent
School District



DATA ANALYSIS WORKSHEET

ELEMENTARY SCHOOL: Casey	RATING: Met Standard
ADDRESS: 9400 Texas Oaks Drive	PERMANENT CAPACITY: 692
% QUALIFIED FOR FREE/REDUCED LUNCH: 52.57%	MOBILITY RATE: -11.9%

POPULATION (without mobility rate)			
ELEMENTARY SCHOOL STUDENTS	2019-20 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	656	827	835
% of Permanent Capacity	95%	120%	121%

ENROLLMENT (with mobility rate)			
ELEMENTARY SCHOOL STUDENTS	2019-20 Enrollment	5- Year Projected Enrollment (without proposed development)	5-Year Projected Enrollment (with proposed development)
Number	578	646	654
% of Permanent Capacity	84%	93%	95%

MIDDLE SCHOOL: Paredes	RATING: Unacceptable Performance
ADDRESS: 10100 S. Mary Moore Searight Drive	PERMANENT CAPACITY: 1,156
% QUALIFIED FOR FREE/REDUCED LUNCH: 51.77%	MOBILITY RATE: -28.8%

POPULATION (without mobility rate)			
MIDDLE SCHOOL STUDENTS	2019-20 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	1,280	993	998
% of Permanent Capacity	111%	86%	87%

ENROLLMENT (with mobility rate)			
MIDDLE SCHOOL STUDENTS	2019-20 Enrollment	5- Year Projected Enrollment (without proposed development)	5-Year Projected Enrollment (with proposed development)
Number	912	665	670
% of Permanent Capacity	79%	58%	58%

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

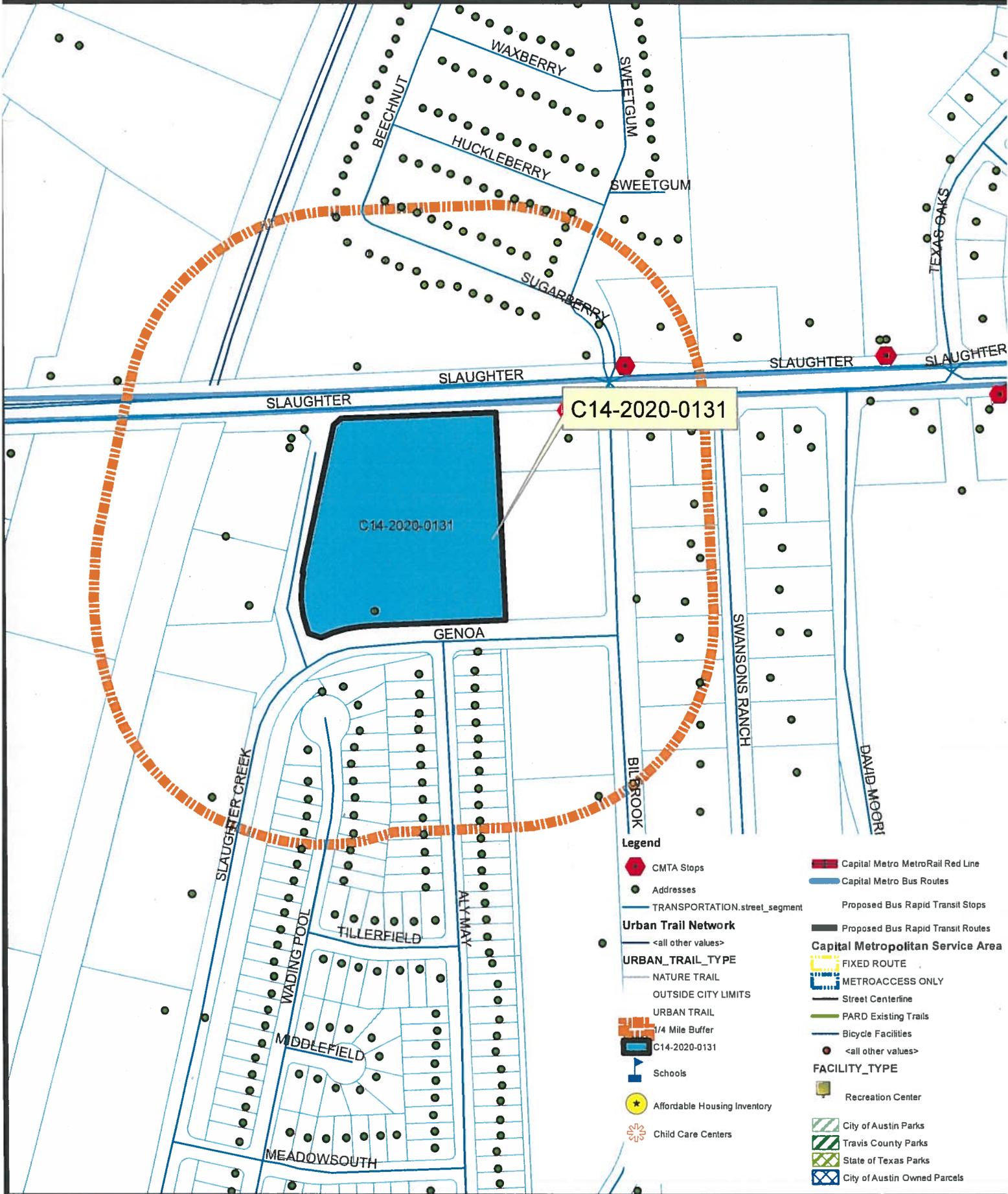
Austin
Independent
School District



HIGH SCHOOL: Akins	RATING: Met Standard
ADDRESS: 10701 S. First Street	PERMANENT CAPACITY: 2,394
% QUALIFIED FOR FREE/REDUCED LUNCH: 39.89%	MOBILITY RATE: -16.9%

POPULATION (without mobility rate)			
HIGH SCHOOL STUDENTS	2019-20 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	3,317	3,134	3,142
% of Permanent Capacity	139%	131%	132%

ENROLLMENT (with mobility rate)			
HIGH SCHOOL STUDENTS	2019-20 Enrollment	5- Year Projected Enrollment (without proposed development)	5-Year Projected Enrollment (with proposed development)
Number	2,755	2,484	2,492
% of Permanent Capacity	115%	104%	104%



Educational Impact Assessment

Zoning Case
 Case#: C14-2020-0131
 Address: 1407 W. Slaughter Lane
 Case Name: FPT Apartments
 5.2 ACRES

Neighborhood Planning Area: No
 School District: Austin ISD
 Manager: Wendy Rhoades

11/30/21



Rhoades, Wendy

From: Bill Meacham <[redacted]@gmail.com>
Sent: Monday, December 14, 2020 1:10 PM
To: Rhoades, Wendy
Subject: RE: Questions about C14-2020-0131 - FPT Apartments

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your responses.

Regards,

Bill Meacham
* [redacted]
* Home office: +1 512-291-4300
* Mobile: +1 512-470-4606
* [redacted]

From: Rhoades, Wendy <Wendy.Rhoades@austintexas.gov>
Sent: Monday, December 14, 2020 12:22 PM
To: Bill Meacham <[redacted]@gmail.com>
Cc: 'Denise Geleitsmann' <[redacted]@gmail.com>; 'Heather Venhaus' <[redacted]@gmail.com>; Leslie McCollom (work) <[redacted]@808west.com>; Michelle Adams <[redacted]@improvement.com>
Subject: FW: Questions about C14-2020-0131 - FPT Apartments

Mr. Meacham,
Please see our responses below.
Sincerely,
Wendy Rhoades

From: Bill Meacham <[redacted]@gmail.com>
Sent: Wednesday, December 2, 2020 2:11 PM
To: Rhoades, Wendy <Wendy.Rhoades@austintexas.gov>
Cc: Denise Geleitsmann <[redacted]@gmail.com>; Heather Venhaus <[redacted]@gmail.com>; Leslie McCollom (work) <[redacted]@808west.com>; Michelle Adams <[redacted]@improvement.com>; Patricia Michael (gmail) <[redacted]@gmail.com>
Subject: Questions about C14-2020-0131

*** External Email - Exercise Caution ***

Hello, Wendy. Could you please answer a few questions about case C14-2020-0131? If you are unable to answer, please tell me the appropriate person to contact.

- We understand that a TIA is not required due to the projected number of trips (1963). Even though a TIA is not required, the ingress/egress challenges into our neighborhood and limited potential changes to Bilbrook cause a significant safety concern. When in the process will the impact of this development and the already approved Messinger development (C14-2019-0109) be studied to determine the Level of Service and safety impacts of our neighborhood, Billbrook/Slaughter, and Manchaca/Slaughter? **RESPONSE: The applicant was required to**

conduct a Neighborhood Traffic Analysis (NTA) in association with this zoning application. As part of the NTA staff requested an Additional Transportation Assessment which required the Messinger Tract and Malone Tract to be added as background traffic to the site's traffic; both Genoa/Bilbrook and Slaughter/Bilbrook were analyzed under these conditions. Menchaca/Slaughter was outside of the study area.

- The 27-acre Messinger tract across the street (C14-2019-0109) will be developed in the near future with an estimated 2,722 trips per day. Can both projects be under development at the same time? If so, what safety precautions for ingress/egress will be provided to our neighborhood? **RESPONSE: The traffic control plans for both these sites will be coordinated and approved through ATD's Right of Way Management Division. A good staff contact with Right of Way Management is Paloma Ryan at 512-974-2841.**
- Is this project required to offer low income housing? **RESPONSE: The Applicant has not indicated that affordable housing will be provided at this location.**
- There are significant improvements planned for Slaughter lane, including the Bilbrook/Slaughter intersection. Will the additional turn lane that has been agreed upon with the Messinger tract developer have to wait until those improvements happen? If yes, what is the timeline? If no, when could work on that additional turn lane start? **RESPONSE: The turn lane and intersection improvements at Bilbrook and Slaughter should be constructed in 2021; the fiscal as already been collected for this improvement and will occur separate from the Messinger tract development timeline.**
- What are the next steps for the project and what are the best ways for our neighborhood to participate during Covid? How has the process changed? **RESPONSE: Staff review is ongoing and I plan to schedule this case for a Zoning and Platting (ZAP) Commission meeting in January 2021. A public hearing notice will be mailed approximately 11 days prior to the ZAP meeting. In all likelihood the ZAP meeting will be conducted online and all participation occurs by telephone (as has occurred since April 2020). All Staff, Applicants and neighborhood representatives are emailed speaker registration instructions with deadlines to sign up on the Friday before the Tuesday evening (6 p.m.) ZAP meeting. City Council consideration of the case will likely occur in February and may also be an online meeting with virtual participation.**

Thank you for your attention to these questions.

Regards,

Bill Meacham, Secretary, Texas Oaks South Neighborhood Association (TOSNA)

* bmeacham@meacham.com

* Home office: +1 512-291-4300

* Mobile: +1 512-470-4606

* <http://www.tosna.org>

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Rhoades, Wendy

From: Analisa Reyes [REDACTED]
Sent: Tuesday, December 29, 2020 4:53 PM
To: Rhoades, Wendy
Subject: Re: C14-2020-0131//1434 Genoa Dr

Dear Ms. Rhoades,

Thank you so much for your reliable. When you say the staff has an alternate recommendation does that mean city staff? Also, how much weight does that staff alternate recommendation? I guess my question is who does the final say so actually come down to?

My comments are below:

There have recently been many developments in this small far south austin part of town. The Hollows, The Malone development, still in progress, Messinger, not even begun, and yet another that is here on the table. Let's also not forget the other development just across slaughter that goes up to the railroad tracks. I think it is important to take into account how much can these roads here really handle. There really isn't any room for extra lights, or expansions of roads to accommodate more people. It isn't enough to just build places for them to live, if everyone is going to be miserable and in danger due to safety concerns going to and from their homes. Slaughter itself is hazardous but the light at slaughter and bilbrook I have called 311 about due to the safety issues there (running red lights, speed). I would only believe as history repeats itself that when communities grow, and more so as quickly as this one, that those safety concerns will only increase. I also do worry about the safety and cleanliness of the environment and the water. This is a concern now due to the homeless population that now inhabits the area under the bridge. There have been some improvements to the area with the Hollows being built and a little with Malone as well as far as managing rising water and adding additional entrances and exits to access slaughter creek dr, but every community has its limits and I feel we are budding right up against ours. My strong recommendation would be that it be at the most zoned as an MF-2. All of the MF zoning levels above that reference being supported by transportation, which this area is inadequate in (in all aspects, public transportation doesn't even run down Genoa to the new or older neighborhoods, no bike lanes, lack of adequate sidewalks, one way roads and not adequate lighting), also reference being adjacent to commercial facilities, business districts, major institutional or employment areas, which is not the case here. MF-2 is fitting as the coding states " may be applied to a use in a multifamily residential area located near single family neighborhoods." That is what is around this area, single family homes. To add a megaplex of apartment like housing, while needed in Austin, this area is not built for something like that and considering the growth already planned, most likely will not be built for something like what the applicant has in mind. I hope that we are heard on this issue and these concerns that myself and many of my neighbors both new and old have with this change in zoning. I strongly recommend the highest this area be zoned at is MF-2.

Sincerely,

Long time resident, Analisa Reyes

On Dec 29, 2020, at 11:58 AM, Rhoades, Wendy <Wendy.Rhoades@austintexas.gov> wrote:

Dear Ms. Reyes,

Thank you for your email.

The Applicant proposes to rezone the property to the multi-family residence - high density (MF-5) district so that it may be developed with approximately 265 apartment units.

The Staff has an alternate recommendation of MF-3 zoning given its access to two Level 1 (local / collector) streets and compatibility with the adjacent Hollow at Slaughter Creek subdivision to the south.

I will attach any comments received to the Applicant's proposal by Wednesday, December 30th to the Staff report that will be forwarded to the Zoning and Platting Commission. (Comments received after that time will be uploaded as late backup prior to next Tuesday's ZAP meeting.) On Thursday, December 31st I will send out the finalized Zoning and Platting Commission agenda for the January 5th meeting and attach instructions for participating, as well as the completed Staff report.

Sincerely,
Wendy Rhoades

-----Original Message-----

From: Analisa Reyes [mailto:analisa.reyes@gmail.com]
Sent: Monday, December 28, 2020 11:41 PM
To: Rhoades, Wendy <Wendy.Rhoades@austintexas.gov>
Subject: C14-2020-0131//1434 Genoa Dr

*** External Email - Exercise Caution ***

Dear Wendy,

I would like to get more information on the hearing regarding this zoning change.

Sincerely,
Concerned citizen off of Slaughter Creek Dr Analisa Reyes
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Rhoades, Wendy

From: Doug Young dyoung@bylaw.com
Sent: Wednesday, December 30, 2020 11:09 AM
To: Rhoades, Wendy
Cc: Inayat Fidai
Subject: FTP Development Re-Zoning of 1407 Slaughter Lane

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Dear Ms. Rhoades,

Thanks again for providing information regarding the interested neighborhood groups. As we discussed, the applicant requests a postponement to 1/19/21 of the hearing before the Zoning and Platting Commission currently scheduled for 1/5/21. The applicant intends to try to meet with representatives of the two interested neighborhood associations to identify any concerns and consider ways to address same.

Please let me know if you need any additional information to act on this request.

Doug

Doug Young
Scanlan, Buckle & Young, P.C.
602 West 11th Street
Austin, Texas 78701
(512) 478-4651
dyoung@bylaw.com

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